

BARBER'S CORNERS

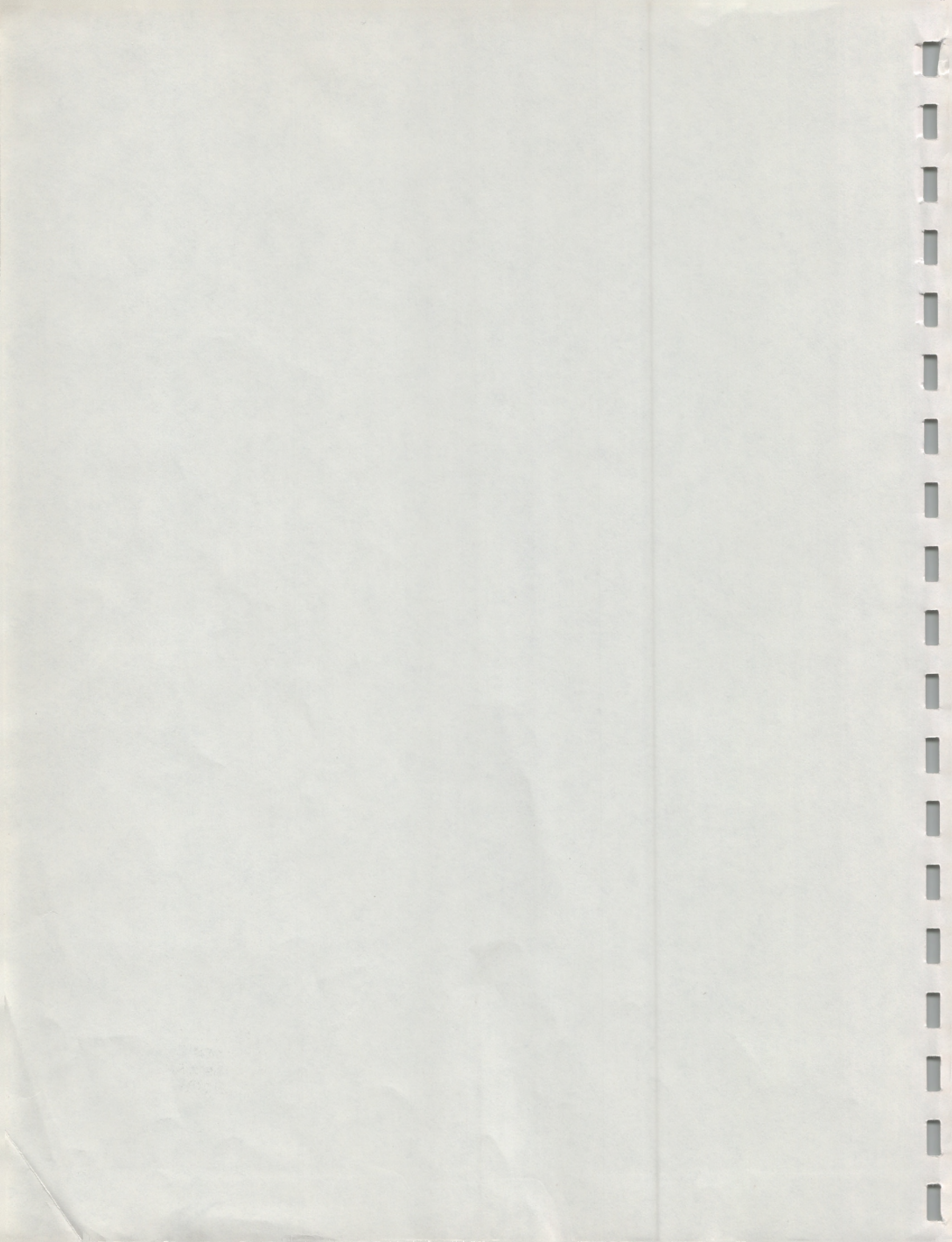
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Barber's Corners : its
environs and place in history



December 12, 1990

Dear Reader:

This book was compiled by Marty Babica and Jeri Duran. It is to be used as a resource book to help demonstrate the growth of the Bolingbrook area since its earliest times.

We extend our heartfelt thanks to Jim Szczepaniak for his contribution on the early days of Romeoville as well as the information on Will County.

We would also like to thank Nancy Knoll for her coloring skill sheets on the areas of Bolingbrook.

We recommend that photographs, slides, and current maps be used as support materials while using this book; many of these items are available through the Fountaindale Library.

Jeri Duran & Marty Babica

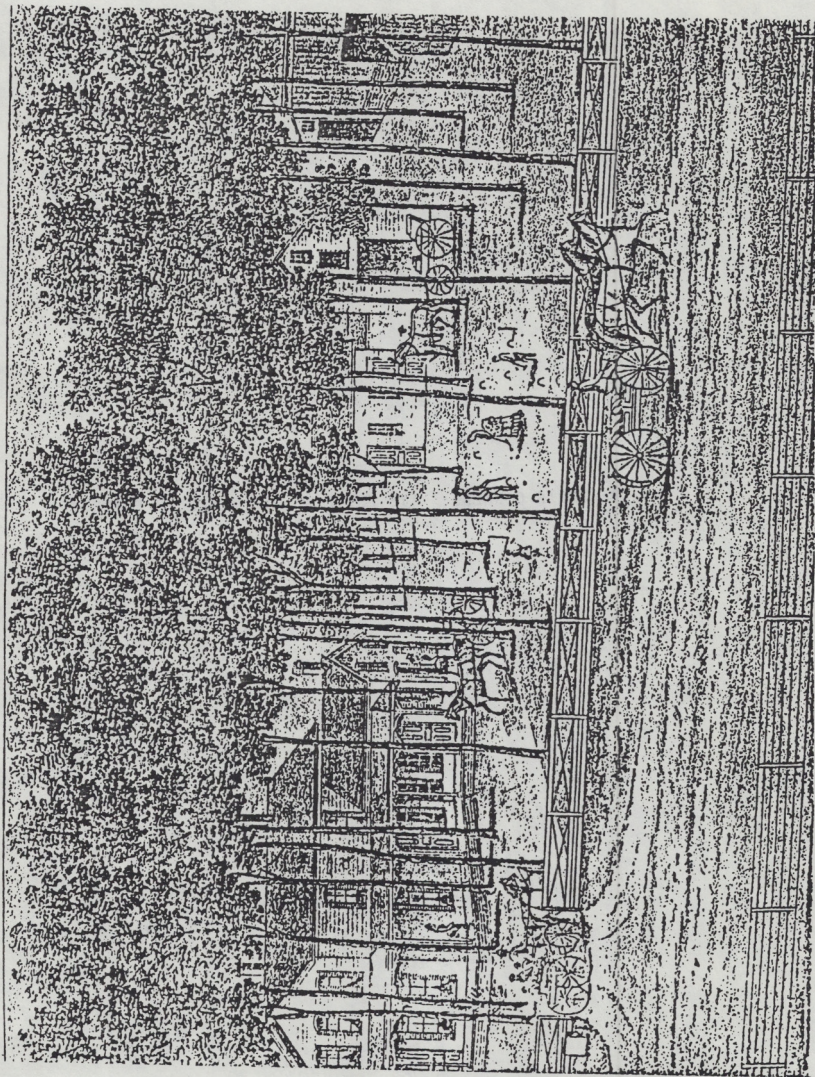
Jeri Duran
Marty Babica

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BARBER'S CORNERS: ITS ENVIRONS AND PLACE IN HISTORY

Freeman and Boardman residences, both located on Royce Road, which were made in 1872 for the history of Will County. The Freeman house is the same one we are presently trying to save. The Boardman farm and the Cemetery is located but the buildings are no longer in existence.



BARBER'S CORNERS

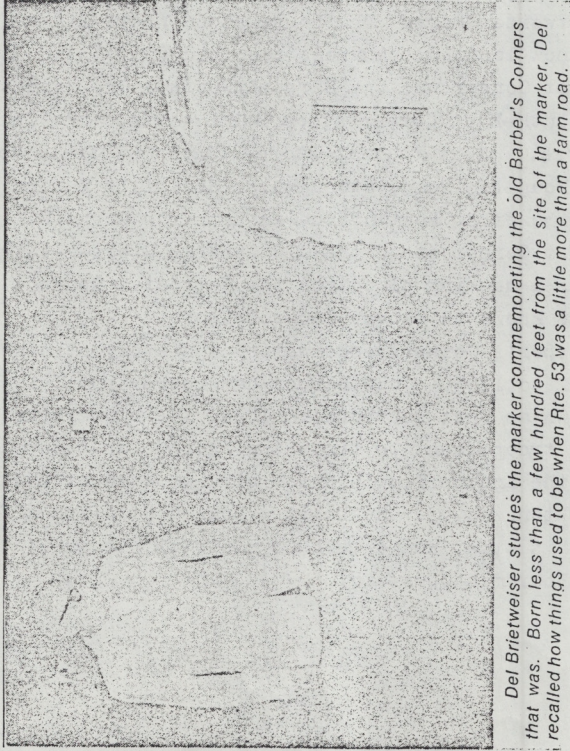
On the cross streets of Route 53 and Boughton Road, the early settlers of our area would assemble. There is a huge two-ton rock, an historic marker, with a raised bronze plaque commemorating the spot, BARBER'S CORNERS.

It marks the area where a small commercial and farm community existed many years before there was a Village of Bolingbrook.

On these sites, many years ago, were the following; North-East Corner held the Barber Farm, later to become the Breitweiser Farm. The house stood where Midas Muffler Shop is now located. Across the road (Rt. 53) on the North-West Corner was the Barber's Corner One Room School. On the South-East Corner stood Del Breitweiser's Implement Store. Next to that store, facing Oldfield Road, later renamed Boughton Road, stood Ralph Stowell's Tavern and Post Office, the first Post Office in Barber's Corners. On the South-West Corner stood the Old General Store---this also served as a meeting place for the Methodist Church. This Store was known as Clover General Store.

Barber's Corners encompassed a history stretching from 1832 to 1965. John Barber came here from Chicago, then known as Fort Dearborn in 1832. He had arrived there with the troops sent to fight the Indian War. He gave his name to the Indian Trails which criss-crossed at what is now Boughton and 53. He built a home and raised a family. Barber, his wife, and a teenage daughter are buried in the old Boardman Cemetery.

Historical marker commemorates old Barber's Corners of the past



Del Brierweiser studies the marker commemorating the old Barber's Corners that was. Born less than a few hundred feet from the site of the marker, Del recalled how things used to be when Rte. 53 was a little more than a farm road.

Bolingbrook now has an historical marker, a two-ton rock with raised letter bronze plaque commemorating Barber's Corners.

Planted on the lawn of Central Federal Savings and Loan, the northeast corner of

Boughton and Rte. 53, the marker is a project of the Bolingbrook Historical Society. It marks the area where a small commercial and farm community existed many years before there was a Village of Bolingbrook.

Back for the dedication ceremony was Mr. & Mrs. Delbart Breitweiser. Del was born in a farmhouse which stood on the site now occupied by Midas Muffler. Boughton Road was then Oldfield Road, and since

Del's mother had been an Oldfield, he was not happy with the name change.

Across the road from his home was a one-room schoolhouse. That spot is now occupied by Citgo gas station.

Del ran an implement store on the site now occupied by the Standard gas station and later opened a small drive-in, first featuring ice cream and then later regular meals.

The Breitweisers watched Bolingbrook grow first a few quickly built homes west of Rte. 53, the Westbury subdivision, then the larger Colonial Village section. They sold their home and business interests and purchased a 160-acre farm near Waterman, Ill.

"We do get some car traffic there," said Breitweiser, "about as much as you get here in 30 seconds," he quipped as he glanced at the traffic flow on 53.

Grace Erickson, who operated Graces Clover Farm General Store on the southwest corner, now occupied by the car wash, could not come to the ceremony. But her friend, Alice Spangler of Romeoville was there. Alice's family once owned a

large portion of the area now called the Village of Romeoville. She still lives in her farmhouse at the corner of Normantown and Rte. 53.

James Bingle, local history buff and one of the founders of the Bolingbrook Historical Society, acted as master of ceremonies, introduced the guests and related a bit of the history of the area, as did Bill Hanson, President of the Society.

Barber's Corners encompassed a history stretching from 1832 to 1965. John Barber came here from Chicago, then known as Fort Dearborn, in 1832. He had arrived in the windy city with some troops sent here to fight an Indian war. He gave his name to the Indian trails which criss-crossed at what is now Boughton and 53, built a home and raised a family. He and his wife and a teenage daughter are buried in the old Boardman Cemetery nearby.

Not much is left of old Barber's Corners, but the huge rock (trucked over from Clow International Airport) will keep future generations from forgetting this historical area, its general store, cheese factory, one-room school, and the pioneers who cleared the land and settled the area.



All about town... and time

by
Judy Bredeweg

In March of 1832, Captain John Barber brought his wife Emma and their four children, Royal Edward, Mary Emeline, Eunice Caroline and Ruth Marie, from Putnam County, Vermont through the Erie Canal to Old Fort Dearborn in Chicago. Traveling on the same boat with the family was General Scott's army on duty assignment to fight Chief Black Hawk in the Sac War.

Aware of dangers ahead, the Barber family journeyed west to DuPage Township along with Seth Wescott and John Miller. A claim was established on 211 acres located on the east side of Ill. Rt. 53 beginning with the site of Wendy's restaurant and including Winston Village north of Boughton Road. The claim also included the piece of land located where Winston Woods West stands today. A farmhouse was erected where Midas Muffler now stands. Things weren't so civilized then, however, and the family turned its attention to survival in the Illinois wilderness.

Blackhawk and his warriors were rampaging throughout the area, burning farms and killing settlers. Luckily, families in DuPage Township were warned about Blackhawk by Chief Aptakasic (Half Day) and his band, who camped at the junction of the DuPage River branches. One group of local settlers scurried to Fort Dearborn for protection leaving almost immediately because of a cholera epidemic. Other settlers went to "Naperville," where a fort was hastily constructed.

WITH THE DEFEAT of Blackhawk in Wisconsin, the Barber family and their neighbors came back to till their fields and

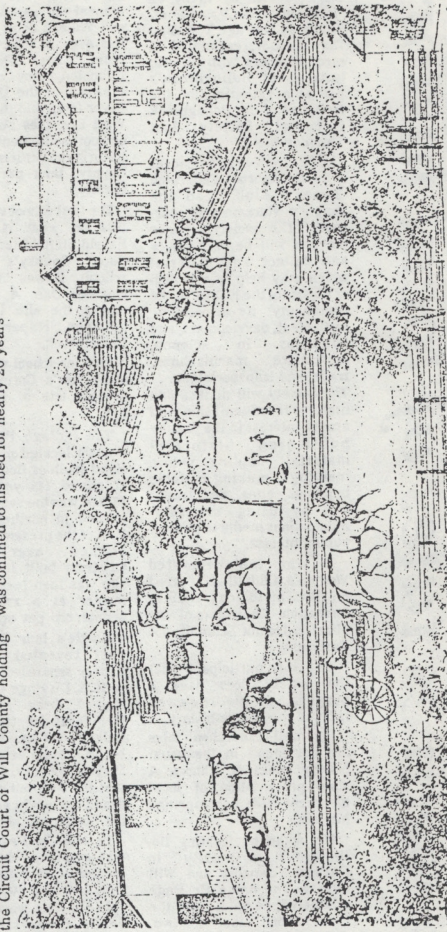
the office until 1856.

He was also a member of the Beard of School Inspectors for 10 years. In 1876, he was elected mayor of Joliet and served one term. In January, 1877 he established the law firm of Barber, Randall & Fuller, who died at age 19 in 1849. They left their name in the area for another century, though.

"Barber's Corners" was listed on the Illinois road maps until 1976. Since that time the name has fallen into disuse. But if you look closely in the area, the name "Barber's Corners" has been commemorated in three locations. The Bolingbrook Historical Society placed an informative plaque near Central Federal Savings and Loan last week. The Bolingbrook village board of trustees named the street from Wendy's Restaurant around village hall to Boughton Road "Barber's Corners Road." And on subdivision maps of the area, the row of homes on Boughton Road west of Portillo's is listed as "Barber's Corners Heights."

FRANKLIN BARBER married Mrs. Adelaide Septine, a native of New York state, on Sept. 2, 1867, and fathered five children. He remained on the original homestead as a successful farmer, supplying large quantities of milk to the cheese factory in operation near his home. In 1876 the value of his 211 acres was placed at \$14,000.

John Barber lived with Franklin until Dec. 19, 1876, when he died at age 80. He was confined to his bed for nearly 20 years.



Residence of Franklin E. Barber, Esquire more than a few years ago. The house sat where Midas Muffler is now. The horse and carriage in foreground are trotting along "Ill. 53."

with rheumatism. For several years before his death, he had been blind and incapable of feeding himself. John and Emma Barber are buried in Boardman Cemetery alongside their daughter Ruth, who died at age 19 in 1849.

They left their name in the area for another century, though. "Barber's Corners" was listed on the Illinois road maps until 1976. Since that time the name has fallen into disuse. But if you look closely in the area, the name "Barber's Corners" has been commemorated in three locations. The Bolingbrook Historical Society placed an informative plaque near Central Federal Savings and Loan last week. The Bolingbrook village board of trustees named the street from Wendy's Restaurant around village hall to Boughton Road "Barber's Corners Road." And on subdivision maps of the area, the row of homes on Boughton Road west of Portillo's is listed as "Barber's Corners Heights."

Bingle weaves tales of local history

By SHARON WALLACH
BOLINGBROOK — James Bingle, known by many as "local historian," and officially as DuPage Township Tax Assessor, enchanted 75 eager listeners with historic facts about Bolingbrook's past at a gathering for the formation of the Bolingbrook Historical Society last Thursday night.

Ady Bredeweg, president of the Bolingbrook Federated Women's Club, read the society's statement of purpose. "The society's major function will be to discover and collect any material which may help to establish or illustrate the history of the community: its exploration, settlement, development, and activities in science, agriculture, manufactures, trade, and transportation . . . The Society will disseminate historical information and arouse interest in the past by publishing historical material, holding public meetings, making historic buildings, sites, and trails; and by using the communications media to awaken public interest."

It was the Federated Women's Club that spurred on the historical society formation. Chairman of the effort is Donna Schmidt, 556 Carlyle.

To assure participants that the society does have a purpose, Bingle reviewed facts of the area's history.

His well-researched tales are not found in the usual history books of Illinois. A slide presentation of local historical sites accompanied his talk.

He began by locating Bolingbrook primarily in DuPage Township and Will County. The name Du Page originated, he said, from the French word "dual" for two, and the Indian word "page" for river.

Knowledge of the region

goes back to the 1600's, and French trappers came here in the 1800's. The first permanent white settlers, Steven and Willard Scott arrived in this area in 1830. Originally from Gross Point, now Evanston, they named the area where the Des Plaines River forks into the East and West Branches Fountaindale or Scott settlement. This was the original settlement in Will County, then part of Cook County.

The first school was built in 1832 on what is now the Harold Stafford farm. One of Cook County's original schools, it was in District Number One. A monument marks the site in a park between Naperville and Bolingbrook.

Another school was located at Barber's Corner, on the present site of the village hall.

The DuPage Presbyterian Church, located on Naperville Road south of Boughton, was organized 145 years ago in 1833. It was the second church formed in northern Illinois. Part of the present building is bricked over a frame structure built in 1853. The site was then leased from a farmer at a rate of one peppercorn per annum.

Bingle's tour through the past revealed that Will County separated from Cook in 1836. Du Page County was formed three years later. Residents of the present Bolingbrook area voted 145 to 144 to remain separate from Du Page County. (It was said that the German northerners drank too much, according to the Scotch southerners.)

In 1850 Du Page township was created. John Miller, a former state legislator, was first township supervisor.

In Bingle's words, "We've really progressed a long way!" In 1870 when the population included 1130 people and 1170 cows, the

township had two post offices, one in the north and one in the south.

Not long ago a cemetery, deeded to the county in 1846, was rediscovered. It is on Royce Road one-half mile from Route 53 behind a grove of trees on the Bolingbrook side of the Bolingbrook-Naperville proposed border.

A house located near the cemetery on Royce Road, now owned by John Fry of Naperville, originally known as the Freeman property, is 100 years old. Fry, present at the meeting, suggested that the society could renovate the home to be used as a museum.

Contrary to the discouragement Naperville offered people seeking information about forming Bolingbrook's historical society, Fry said, "Don't let anyone tell you you don't have an area rich in historical treasures. Indeed, you do!"

Discussing surrounding areas, Bingle told of the community of Juliet that was formed in 1834. A few years after when the Illinois-Michigan Canal was being built, a twin city grew up. It was named Romeo.

The state legislature renamed the first city Joliet in 1845 after the explorer Louis Joliet. Eighty years ago in 1895 Romeoville was renamed.

Bingle explained the significance of the Indian Boundary Line that goes diagonally southwest through the township. It separated Indian and white territory when the area was first surveyed in 1821-22.

Indian arrowheads are still found on a farm near Old Chicago Towne. When the Indians had left by 1837 the land was again surveyed. An error was made in the area of the Balstrode Farm, located south of the Frist Pres-

byterian Church of DuPage on Naperville Road. The Indian Boundary line doesn't match up.

In 1832 settlers from Will County fled to Chicago's Fort Dearborn when an Indian massacre happened near Ottawa.

Bingle's tour led up to modern Bolingbrook when it was incorporated in 1965 by a vote of 744 to 560. The first election to incorporate in 1962 failed. The first mayor was John Leonard of the Progressive Economy Party.

Endorsements supporting the society's formation were received from the Will County Historical Society located in Lockport; Mrs. Rose Buciferro, president of the Congress of Illinois Historical Societies and Museums; Reed Carlson, Bolingbrook village manager; Donald Weber, Bolingbrook High School principal; and James Johnston, acting village president.

Roy Hassert, present township supervisor, encouraged the society's participation in the nation's bi-centennial celebration. He pointed out the original township treasury and supervisor books, saying this is the only township in Will County still possessing such records. He also noted that first assessor's salary of \$13.50, compared with the current \$12,000 figure.

A committee to formulate by-laws for the society was formed. Members are Linda Albrecht, 128 Tamarack; Shirley Dusky, Bolingbrook; Sue Smetana, 214 Butternut; Chuck Wyne, 139th Street Lockport; Vergil Banker, 48 Rockhurst.

The next meeting of the society will be held March at Oak View School. Anyone interested is urged to participate.

The Bolingbrook/Romeoville HERALD

A Crescent Newspaper

History of Bolingbrook: out of a cemetery springs a living understanding of the community's past

By Jay Fridmore

History is alive and well in Bolingbrook, and right now resides in the old DuPage Township cemetery, set back amidst the farmlands on Royce Road.

The Bolingbrook Historical Society's "work-picnic" last Saturday showed that some people recognize that local history around here extends far beyond the incorporation of the village 10 years ago. In fact, the very farms which border the DuPage River in, and just outside Bolingbrook were some of the first lands snatched up by early 19th century homesteaders. It is also a fact that Cyrus McCormick's reaper was first tried out by a farmer around here who ordered one from the inventor, but waited to see if it would work before paying for it.

INCIDENTS LIKE THESE are the makings for some rich stuff for historical buffs in Bolingbrook, who are excitedly starting out by reconstructing the old graveyard to find out when the area was inhabited, and by whom. The markers indicate that Christian people began dying in DuPage Township as early as the 1830's, and some of the names show that they were not just wanderers, lost on their way to or from Chicago. The Broadman family, which seems to have a plot among the ruins of gravestones, was an important one in early Cook County politics, according to DuPage Township assessor James Bingle, one of the most knowledgeable of the local history buffs.

Bingle's efforts have been spearheading the project to reassemble the grave stones and clean up the cemetery, to make it a pleasant and interesting place for Bolingbrookers to absorb some of their heritage. Bingle credits Lois Michael, a young resident of the area, with the "modern discovery" of the graveyard. In walking through the clump of trees on a moraine in a Royce Road bean field, she found the old cemetery in a jungle-like thicket and reported it to Bingle, whom she knew to be intensely interested in the local history.

In perusing county records in Joliet, Bingle found that the cemetery was deeded to the county in 1847. Two years ago, he arranged for the county to turn it over to DuPage Township, and the township has since put a fence around it to discourage further depredations against the stone markers.

THE HISTORICAL Society has found the cemetery to be a likely bicentennial

project, and it is particularly attractive since there stands down the slope from it the old Freeman farmhouse, which the society is considering for a museum. Judith Bredeweg, president of the historical society, is excited about the prospects for a place where the farm tools and furniture of the area's history might be displayed nearby to the interesting old graveyard.

Whether money is secured for that scheme or not, the love of history shown by the workers at the graveyard last Saturday was in total disregard of what the future might bring. History is not a passive undertaking—it's hard and fascinating work—and on this day, it was a family outing in which all contributed.

"Doing" history was exciting and creative work. Scrubbing the dirt off one collapsed stone revealed that its most careful inscription recorded the name of the carver, "J.M. Andrus—Aurora." It was wondered where else this stone cutter might have worked, how widespread and how expensive his masterpieces were. A call or trip to Aurora by one of the society members may yield an answer to this question.

HOW PEOPLE BURY their dead is telling of how they lived and by whom they were influenced, it was noted. Comparisons between this graveyard and others around Illinois, and elsewhere, will indicate some interesting things about what the people in DuPage Township were thinking, and perhaps even how they worshipped, in relation to others in the Midwest in the 1800's.

Saturday's efforts got into the science of archaeologists, and judging from the thought and determination of some of the workers on this day, they were equal to the task. But not all will have to await the results of comparison studies to get a feeling for life among the homesteaders. One inscription on a stone "put together like a jigsaw puzzle" bore the verse:

Rejoice for a mother deceased
Our loss is her infinite gain
A soul out of prison released
And freed from bodily chain

The inscription was on the grave of Elizabeth Hawkin, a name overlooked, no doubt, in the history books of the era. But in the minds of more than one amazed gravestone reader, Mrs. Hawkin was important, not only because she lived and died, but also because she did it right here, and with feeling that was just now rediscovered.

the
bolingbrook
metropolitan

'Bolingbrook': fine old name with English origin (maybe)

By Judy Bredeweg

From Flag Day two weeks ago until the Fourth of July, many families enjoy the excuse to display their patriotism by flying the American flag. I think that even the most indifferent or cynical enjoy the custom, even if they would never consider mounting a flag in their own yard. The combination of color and symbol has a way of enticing a response from anyone.

Bolingbrook has its own flag, on display at village hall and at the fire station on Briarcliff Road. It carries a village motto and is made of materials of green and gold that were once chosen as the village's colors.

AS I HEAR IT, Bill Plimmer, one of our first trustees, designed the flag in 1965. That motto, "Pathways of the Past and Future," is illustrated by a round circle showing two roads crossing within its boundaries. The pathway of the past is denoted as a road from Joliet to Chicago; the future, a road from Argonne to a town named Weston, now the site of the Fermi Accelerator Lab near Batavia.

At the time the flag was designed, it was a fair and optimistic representation of the community that was being settled here. Even though the \$250 to \$300 that each flag would cost was a heavy expense for the young village, two of the flags were made. An investigation by the village board showed that a simple silk-screen printed version would be less expensive, but the resulting product would not have the beauty of the heavy silk, gold-tassled edge, and gold lettering. When a function required a flag, it would thereafter be dignified by a first-class model.

Though the reasons for including the Argonne and Weston names on the flag have been obscured as years passed, the one name on that flag that has the most mysterious origin is that of the town itself — Bolingbrook. I am continually asked how our village came to be called that. Each of the following stories have been told to me, and you can choose the one you prefer.

BOLINGBROOK'S FIRST HOMES

were built by Dover Development Co. and it is said that one of the first plat maps that laid out the Westbury subdivision carried the name Bolingbrook. Mr. Dover was certainly into English history and a little man in a bowler hat and English topcoat smiled out of the ads that urged everyone to buy a home in Westbury, King's Park and Colonial Village. The street names in those neighborhoods completed the English image: Briarcliff, Oxford, Fleetwood and Avondale.

One explanation that gets to the village name involves the plays written by William Shakespeare that relate the history of King Henry IV who was the Earl of Bolingbroke and, supposedly, a good friend of the Earl of Dover. If you check Shakespeare's scripts you will find Bolingbroke, but no mention of Dover.

I have also heard that the Viscount of Bolingbroke traveled through our area during a period of banishment from England. The members of the family were heavily involved in the politics of their age and many of them spent time in France until they could safely return to England. However there is no record of any titled English people visiting this area, even when the I&M Canal was opened in 1848.

TWO OTHER STORIES, which I completely discount but will relate, call Bolingbrook "Bowlingbrook" because so many of the residents enjoy that sport; or "Bolingbrook" because some claim a lack of anything to do.

In interviewing many of the early residents of the community, no one seems to have the answer concerning our name. The only fact everyone agrees upon is that the name was voted upon at the time of incorporation.

My favorite story concerns the English connection and we will have more on that another week.

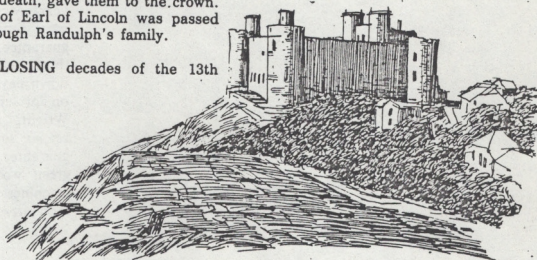
History of old Bolingbroke: story of a castle and a king

by Judy Bredeweg

The July celebration of our independence from England is a reminder of Bolingbroke's English connection. About four hours from London, in a hollow of low hills, lies the small and rather secluded, first and original, Village of Bolingbroke of Lincolnshire, England. The village is actually made up of two parts (just as ours): Old Bolingbroke, first mentioned in recorded history in the Domesday Book of 1086; and New Bolingbroke, an off-shoot formed in September, 1837. Appropriately enough, the English Bolingbroke had a castle.

The two earliest written references to the castle of Bolingbroke are made in 1232 and 1243. Owned by Randolph de Blundeville, Earl of Lincoln, he willed his castle and land to his sister Hawise, who upon her death, gave them to the crown. The title of Earl of Lincoln was passed down through Randolph's family.

THE CLOSING decades of the 13th



century were the "golden age" of Bolingbroke castle. One of the earls — Henry de Lacy — was a close advisor to King Edward I and took a prominent part in the Welsh wars and other events. The King visited the castle in May, 1292.

Romance, political intrigue, banishment and war were the names of the games played by inhabitants of old Bolingbroke castle during that era. So dramatic and significant were the stories, in fact, that Shakespeare immortalized them in three of his plays — "Richard the II" and "Henry IV, Part I and Part II" because Bolingbroke castle eventually produced a king.

On the death of Earl Henry, you see, Bolingbroke passed to his daughter, Alice. Her marriage to Thomas, Earl of Lancaster, made Bolingbroke a part of the Lancastrian estates. After Thomas' execution in 1322, Countess Alice enjoyed full use of the castle, marrying two other husbands during her lifetime. At her

death in 1348, there being no children to inherit, Bolingbroke reverted to the Lancaster estate.

Through the marriage of Blanche of the house of Lancaster, the title and estate went to John of Gaunt. He lived in the castle and his son, Henry Bolingbroke, was born there in 1367. Henry was the guy who disposed of King Richard II in 1399 and thus became King Henry IV. He reigned until April 9, 1413, and was known for his patriotism and courtship of the common people.

With the accession of King Henry to the throne, the Duchy of Lancaster became a part of the crown inheritance and remains there to this day.

THE CASTLE survived during the Tudor and Stuart times, no longer used as

a residence, but as an administrative center for the surrounding estates. During the 1600's Civil War the castle was used as a rally point for the Royalists against Parliament. It was demolished by 1650 evidently on instruction from London.

The Earldom of Bolingbroke expired with Oliver St. John in 1711. Henry St. John, his son, became Viscount of Bolingbroke and often attempted to have the Earldom restored by the crown. Village life then began to revolve around the church, which remained.

In 1975, written contact was made with village officials in Bolingbroke. R. Hadson, Parish Councillor, responded to our village's inquiry concerning establishment of a sister-village relationship. It is from that correspondence that the above information is taken.

Teacher's Contract.

[See Sections 50, 52, 53 and 54 of School Laws.]

It is hereby Agreed, by and between the School Directors of District No. 102
County of Will State of Illinois, and Miss Alice R. Martin
Martin a legally-qualified teacher, that said teacher is to teach, govern and conduct the common school of said district, to the best of her ability; keep a register of the daily attendance and studies of each pupil belonging to the school, and such other records as the District Board may require; make the report required by law, and endeavor to preserve, in good condition and order, the school house, grounds, furniture, apparatus, and such other district property as may come under the immediate supervision of said teacher, for a term of Eight school months, commencing on the Eighth day of September A. D. 1913 for the sum of Forty dollars per school month, to be paid at the end of each month. Children not allowed out of school-yard during school-hours; take good care of school desk; teacher is to stay at school during noon hour, and to have drinking water during school-hour

And the said School Directors hereby agree to keep the school house in repair; to provide the necessary fuel and school register; and for the services of said teacher, as prescribed above, well and duly performed, to pay said teacher the sum of Forty dollars per school month, at the end of each month, during a term of 8 school months, commencing on the 8th day of Sept. A. D. 1913:

Provided, That in case said Miss Alice R. Martin should be dismissed from said school, by the said Directors, or their successors in office, for incompetency, cruelty, negligence, immorality, or a violation of any of the stipulations of this Contract, or in case her certificate should be revoked by the County Superintendent, she shall not be entitled to compensation, after such dismissal or revocation.

In Witness Whereof, We have hereunto subscribed our names, this 15th day of July
A. D. 1913

Peter S. Jungels
Wm. Schroeder } Directors.

Alice R. Martin Teacher.

REMARKS.—This contract should be made out in duplicate, and one copy given to the teacher. No Board should allow a teacher to commence school until a written contract is properly signed by both parties.

ONE ROOM SCHOOLS

Josiah Giddings operated the first school here in 1832-1833. It was a little house constructed of hickory logs, sticks, and mud. This was the first Public School located in Cook County School District No. 1. (In 1958 a marker was placed to commemorate this site at the intersection of Barkdahl and Royce Roads.) By 1872 there were 11 school districts in Du Page Township, 22 teachers, and 10 good comfortable school houses serving 375 pupils. It was said: "Du Page has always maintained its early reputation for schools and spared neither pain nor expense to disseminate knowledge among its inhabitants." It is interesting to note that the one room school persisted in the township until 1952, when the first Valley View elementary district was formed. It wasn't until 1972 that our current school district came into being. Carrying on our tradition of the one room schools, the original Oak View School was the largest one in existence in the area.

CHURCHES

We can claim the oldest Church in this area, second only to one in Chicago. Organized in 1833 by Rev. N. C. Clarke, the Congregation of Du Page Church still exists at its original building site on Naperville Road south of Boughton. The Church first met in the school houses, fluctuating between Presbyterian and Congregational. In 1851 it was united under the name First Presbyterian Church of Du Page. *The* first structure was built in 1853. The current building was dedicated in 1909 and encompasses the older structure. The first preachers in the district included Rev. Isaac Scarritt (also the first Justice of the Peace) and Rev. Jonathan Porter. It is quite likely that Scarritt preached the first sermon since he settled here in 1831. Another early settler, Robert Strong, organized the first Sunday School in the home of Israel Blodgett almost two years before the Congregation was formed.

FIRST PRESBYTERIAN CHURCH OF DUPAGE

HISTORICAL SKETCH

It was in mid-summer of 1833 that a small group of early settlers of what is now DuPage Township helped to organize the First Presbyterian Church of DuPage. The church had its beginning in a small hickory log schoolhouse which was built in the fall of 1832. It was a crudely constructed building of split hickory logs. Cracks were plugged with clay mud and re-enforced with sticks. Records show that the building was the first public school in what was then Cook County. It must be remembered that old Cook County, as organized in 1831, consisted of territory now included in Cook, Lake, McHenry, DuPage, Will, Kankakee, and Iroquois Counties.

The Rev. Nathaniel Cattlin Clark arrived in the community in the spring of 1833 and assisted in organizing the new church. Before the arrival of Rev. Clark, the Rev. Aratas Kent, a Presbyterian missionary, enroute on horseback from Galena to Chicago, stopped in the community and preached at the new schoolhouse. Rev. Kent apparently informed the Rev. Jeremiah Porter of Chicago that the people in the pioneer community were interested in organizing a church.

On Saturday, July 13, 1833, a preliminary meeting was held at the "Old Hickory" schoolhouse. Church records show the Rev. Porter and Rev. Clark, along with the Rev. C.W. Babbit of Tazewell County, met to examine the credentials of the applicants for membership. Articles of faith and covenant were adopted. Members of the newly organized church then elected Isaac Clark, Pomeroy Goodrich, and Leister Peet to the office of Ruling Elder.

People from all the nearby settlements came together the following day to worship at the new church. The multitude of people overcrowded the little schoolhouse. It was decided to move the service outdoors to a grove of oak and hickory trees. Of that occasion Rev. Jeremiah Porter later wrote, "It was a cheering scene. Few had dared to expect such a scene at this early period in the settlement of our frontier." After the sermon and other religious exercises, the church was declared duly organized. It should be noted that Chicago's First Presbyterian Church, the earliest church in that nearby settlement, had been organized only 18 days previously.

Although the Methodists are credited with having held the first religious services in the community at the home of Pearce Hawley, the DuPage Presbyterian Church claims to be the oldest church in the area now covered by Will County from the standpoint of years of being organized. It is also of interest to note that two years before the formal organization of the DuPage Presbyterian Church, Robert Strong had established a Sunday School in the community at the home of Israel P. Blodgett.

There were denominational differences from the very inception of the DuPage Church. The church officially adopted the Congregational form of government on August 1, 1834, barely a year after its organization, making the elders into deacons. In the pioneer era in Illinois, such

changeovers were not unusual. Records show that 14 Congregational churches in the state were founded as Presbyterian churches during the years 1830 to 1844.

The first public day of Thanksgiving in the county was conducted by the DuPage church. It was decided at a meeting on November 5, 1841 to set aside a day of thanksgiving, although there is no record of one being held until December 8, 1842.

During the first years, the congregation held its services in schoolhouses, groves, and members' homes. When, in 1839, the church left the old community and continued its labors in the village of Naperville, as the First Congregational Church of Naperville, services were held in the Naperville courthouse.

However, the need for a place of worship at the old site became more and more apparent. The settlers could attend the services at Naperville only at great inconvenience. Also, there was a goodly number that preferred the Presbyterian form of government. It finally was decided to carry on in Old Hickory's successor, which had been built a few rods to the east. The reorganization of the First Presbyterian Church of DuPage was effected on March 9, 1844 when several persons, members of the Congregational Church of Naperville and of other churches, met at the new DuPage schoolhouse and presented their credentials to the Rev. Romulus Barnes and the Rev. Orange Lyman.

Shortly thereafter, on October 12, 1847, the Presbytery of Chicago was organized at the DuPage church and held its first meeting there.

Soon plans began for the erection of a church building. The completed structure was dedicated on February 24, 1853 and the new pastor, Rev. Charles Bartlett, was installed. The land on which the church was built was leased to the trustees of the DuPage church and their successors, by Reuben W. Smith, for the rental of one peppercorn per annum.

This same site (on Naperville-Joliet Rd. just south of Boughton Rd.) was later enlarged and purchased, and a parsonage constructed. The present church building was built at the same location and dedicated on May 30, 1909. The structure includes a part of the original church building.

A stone marker was placed at the site of "Old Hickory" schoolhouse, where the DuPage church was founded, on the 125th anniversary of the congregation in 1958. The marker is located near the intersection of Barkdoll and Royce Roads, about two miles northeast of the present site.

The Rev. Laurence McCulloch is the current pastor of the First Presbyterian Church of DuPage, which has a membership of about 250. He began his pastorate in July of 1966. A new parsonage was completed in June 1967 near the church.

In the last few years, the rapid growth of the new village of Bolingbrook, to the very doorstep of the DuPage church, has given an unparalleled opportunity to the congregation to witness to the new residents. The future of the DuPage church may very well be determined by how successfully this task is accomplished.

THE

FIFTIETH ANNIVERSARY EXERCISES

OF THE

FIRST PRESBYTERIAN CHURCH

OF

DU PAGE, ILLINOIS.

These services were held on Sunday, July 15, 1888, in their neat and commodious church edifice, which, with its vory parsonage, marks and adorns the center of this prairie parish. The interior of the building, recently renovated throughout and decorated with beautiful flowers, garlands and appropriate devices, was in excellent keeping with this golden day. Outside, all nature was in repose, radiant with the richest foliage and blossoms of the season, while the soft sunbeams stole between the shutters into pulpit and pews.

At the hour appointed for the morning service, the sanctuary, which seats about three hundred people, was well filled by an audience gathered from the parish proper, with representatives from several of the surrounding towns. Four clergymen are present prepared to engage in these Anniversary Exercises; Rev. E. R. Davis, Stated Clerk of the Presbytery of Chicago; Rev. J. C. Meyers, minister of the Naperville Congregational Church; Rev. Thomas Burnett, the present pastor, and Rev. Jeremiah Porter, the organizer of this church.

By special invitation, Rev. Mr. Davis delivered the Historical discourse, who, by his long relation to this Presbytery, and by his familiarity with Du Page parish, was chosen to perform this service. He sermon commanded the unwearied attention of the audience from so opening to the closing words. It was followed by the ordination and installation of Mr. Robert Patterson as ruling elder. The pastor responded the usual questions, the ordaining prayer was offered by Rev. Mr. Davis, while the four ministers present joined in laying on hands, and Father Porter, who assisted in ordaining elders in this church fifty years ago, gave a touching address to the newly ordained elder and to the people. This impressive and interesting scene termin-

ated the proceedings of the morning, and the congregation was dismissed, the friends from a distance being entertained by those residing near the church, in order to enable the former to attend the services of the afternoon.

At half past two o'clock in the afternoon the people returned to the sanctuary, refreshed by the abundance of good things provided, and by the pleasure afforded by social Christian intercourse. They were thus prepared to enjoy the remaining exercises. The first speaker was Mr. Robert Patterson, Superintendent of the Sabbath school, who read an excellent paper on "Our Sunday School." His address brought out the fact that this Sunday school was organized fifty-two years ago by Mr. Robert Strong, in the residence of Mr. Israel P. Blodgett, now owned by Mr. Abner Royce. Mr. Strong was also the earnest and indefatigable Superintendent of this school for the long period of thirty-five years. At the close of Mr. Patterson's address he turned to the venerable father of this school, who sat in the body of the church, and in a neat and tender address presented to him, in behalf of all the members of the school, a beautiful book-case and dictionary-holder, together with a few volumes of standard books, as a "testimonial of love and respect."

Mr. Strong was deeply moved by this unexpected present, but was able to rise and respond, in a few graceful words, accepting the gift, "especially as a tribute of love."

Rev. Mr. Burnett, the pastor of the church, was the next speaker, whose remarks were mainly directed to the members of the Naperville Congregational Church, and who illustrated, by the united but afterwards divided kingdoms of Israel and Judah, the intimate relation the Naperville and Du Page churches maintain to each other.

Rev. J. C. Meyers, pastor of the Naperville church, responded, in admirable spirit and grace of diction, and touched all hearts, as he showed a closer union of these two churches in Christ.

He was followed, in a brief address, by the venerable Father Porter, who gave very interesting reminiscences in connection with the early settlement of Northern Illinois, especially in relation to the founding of its churches and schools. He referred to attending, in 1834, the meeting of Ottawa Presbytery, by whom he was chosen a commissioner to the General Assembly, and related many striking incidents in connection with his labors in Chicago in the days that are past. It is needless to add that the people caught up every word that fell from the lips of this beloved father in Israel, mindful that, in the

ordinary course of human life, they would neither see his face nor hear his voice again on earth.

Rev. Mr. Davis, in a few remarks, sought to impress the minds of the members of the church with a becoming sense of the grand opportunities now opening before them and of the responsibilities that attend them at the opening of another half century.

Mr. J. H. Woodruff, the venerable father of the Presbyterian Church at Joliet, and Mr. Chas. Higgins, an old settler in Du Page, connected with the Baptist Church, made short addresses, in which they related facts falling under their own observation, in connection with church work in early days in this county.

All through these anniversary exercises Mrs. Jeremiah Porter sat, an interested listener and observer, and seemed to enjoy the golden harvests springing from that single seed planted by her husband fifty years ago. It only remained, therefore, that this saintly mother in Israel should appear before the congregation and speak, if she would, to complete the glad exercises of the day. With modest grace but earnest mien, she rose by her husband's side and began to speak. The pathos of her voice touched every heart at once, and her burning words of love, entreating the youth, and especially young mothers, to give all to Christ and to live only for Christ, swayed the audience as the zephyrs did the ripening grain on the prairies without. The day was now far spent and every heart was full, so the pastor, with a short exhortation to his own people to consecrate themselves anew to the service of God, announced the 23d Psalm, and brought these memorable services to a close. The last ext was spoken by father Porter in the benediction, when the friends bade each other good-bye, and dispersed in every direction to their respective homes.

The whole service was heightened by hearty congregational singing of old familiar hymns, led by the choir, with Miss Ella Boardman presiding at the organ. It is worthily of note, also, that a beautiful cross of sea moss, in various colors, adorned a panel back of the pulpit, made and presented for this occasion by one of the original members of the congregation, Mrs. Robert Strong, who was present.

Thus closed one of the most memorable days in the history of Du Page Parish, while their jubilee year has been ushered in with the favorable omens of a peaceful and united people, freedom from debt, room to work and a mind to work, and with undoubted tokens of God's presence in the congregation.

T. B.

ANIMALS

Largely prairie, the horizon was a continuous panorama of grass and abundant wild flowers, where buffalo once roamed in vast herds. The prairie was well watered by such lovely streams as our local Du Page River and the smaller Lily Cache Creek, both permanently fed by springs. This is where the word "Fountaindale" came.

There were muskrat, mink, otter, and beaver; water fowl, prairie hens, and quail; prairie wolves and deer were plentiful; the streams supplied pike, buffalo, red horse, bass, and sunfish.

A timber lot was indispensable to the early settlers. DuPage has a few of these and all were quickly claimed. The variety of trees was huge with oak, hickory, black walnut, elm, hard and soft maple, buttonwood, and ironwood among them. These were rapidly used for log houses, rail fences, for firewood and later for lumber. Wild crabapples, wild plums, and wild grapes furnished food. Such land originally cost \$1.25 an acre in lots of 160 acres.

STATEMENT OF AGRICULTURAL PRODUCTS, &c.—Continued.

TOWNS.	Peach Orchard.		Tobacco.		Broom Corn.		Hemp.		Flax.		Timothy Meadow.		Clover Meadow.		Pasture Meadow.	
	Acres.	Bush.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Albion			4	4880							1329	1188	196	335	1005	330
Albion											1749	5921	110	394	253	360
Albion											2591	4631	110	10	10218	3212
Albion											1307	5561	79	169	1600	1944
Albion											30	28	30	28	2594	2594
Albion											26	144	60	69	282	790
Albion											3244	3853	40	40	333	125
Albion											1802	2107	273	343	562	711
Albion											2953	2953	483	565	1194	1194
Albion											229	1507	1316	309	718	89
Albion											264	3635	309	309	316	316
Albion											1478	2904	178	2904	3185	3185
Albion											2553	3212	32	62	1080	1010
Albion											889	1355	20	279	136	136
Albion											1488	1838	94	149	504	70
Albion											35	2858	66	70	2269	3251
Albion											142	1249	2282	100	100	1357

STATEMENT OF AGRICULTURAL PRODUCTS, &c.—Continued.

TOWNS.		COUNTY.		MILK.		DAIRY.	
Acres.	Value.	Acres.	Value.	Acres.	Value.	Acres.	Value.
100	1788.57	2	\$5.00	22	85.00	10	360.00
100	1788.57	112	37.20	18	78.00	11	396.00
345	2283.00	13	3.00	16	85.00	11	396.00
1738	2548.00	5	1.00	14	55.00	11	396.00
75	1250.00	12	3.00	12	50.00	11	396.00
410	1650.00	12	3.00	12	50.00	11	396.00
624	2165.00	9	3.00	15	60.00	11	396.00
727	1848.00	5	1.00	15	60.00	11	396.00
416	2132.00	55	5.00	270	123.00	104	3600.00
416	2132.00	55	5.00	270	123.00	104	3600.00
480	1650.00	1	1.00	129	30.00	10	360.00
3120	2310.00	1	1.00	129	30.00	10	360.00
3710.75	5293.50	1	1.00	129	30.00	10	360.00

Hungarian and other Minor	Sorghum.	Vineyard.	Turnip and other Root crops.	Other Fruits, Berries, etc.	Pasture and Wood- land, including other Crops.
...	...	...	...	...	...

[illegible]

CATTLE.	HOGS.	MISCELLANEOUS CROPS.
Fat Horse	Fat Horse Head	Timothy (Glover & Hume's) Hay

[illegible]

POPULATION OF WILL COUNTY BY TOWNSHIPS.

TOWNSHIPS.	1870.				1880.				1890.			
	Total.	Native.	Foreign.	White.	Colored.	White.	Colored.	White.	Colored.	White.	Colored.	
Bourbonnais.....	1104	926	228	1102	2	911	2	1719	2	1719	2	
Channahon.....	1468	856	612	1407	1	1180	1	617	1	617	1	
Crete.....	1118	810	308	1117	1	918	1	730	1	730	1	
Du Page.....	875	644	231	875	1	691	1	615	1	615	1	
Florence.....	1024	1055	869	1924	1	1763	1	844	1	844	1	
Frankfort.....	1202	843	359	1202	22	1208	22	844	22	844	22	
Greengarden.....	1279	946	333	1279	2	983	2	456	2	456	2	
Harvey.....	1485	1189	296	1483	125	1268	125	844	125	844	125	
Jackson.....	1375	1053	322	1375	125	1268	125	844	125	844	125	
Joliet.....	2940	2093	847	2928	15	2466	15	2647	15	2647	15	
First Ward.....	7263	4959	2304	7263	15	7066	15	7066	15	7066	15	
Second Ward.....	1379	1476	563	1364	8	1364	8	828	8	828	8	
Third Ward.....	828	617	211	828	6	828	6	514	6	514	6	
Fourth Ward.....	1267	865	402	1267	3	1267	3	828	3	828	3	
Fifth Ward.....	1361	843	518	1365	6	1365	6	828	6	828	6	
Sixth Ward.....	922	593	329	919	3	919	3	828	3	828	3	
Lockport.....	3584	2868	1216	3566	6	2865	6	1046	6	1046	6	
Manhattan.....	1200	1180	592	1766	6	1180	6	514	6	514	6	
Menomonee.....	922	604	318	922	514	514	514	514	514	514	514	
Monroe.....	1600	879	721	1591	9	872	9	573	9	573	9	
New Lenox.....	598	332	266	591	7	332	7	573	7	573	7	
Peotone.....	1221	808	413	1167	14	907	14	617	14	617	14	
Plainfield.....	1750	1600	492	1213	301	301	301	1063	301	1063	301	
Plainfield.....	723	667	56	723	781	781	781	183	781	183	781	
Reed.....	2771	1184	1587	2771	781	781	781	183	781	183	781	
Rockville.....	918	617	301	918	866	866	866	1337	866	1337	866	
Sherburne.....	1564	726	838	1564	1	544	1	740	1	740	1	
Trenton.....	1133	823	310	1133	1	1242	1	1242	1	1242	1	
Troy.....	2776	1971	795	2767	9	1552	9	1552	9	1552	9	
Washington.....	1228	1378	450	1819	9	845	9	269	9	269	9	
Wesley.....	1118	804	314	1117	1	845	1	845	1	845	1	
Winnetka.....	911	485	426	911	1	242	1	242	1	242	1	
Wilmington.....	2776	1971	795	2767	9	1552	9	1552	9	1552	9	
Wilton.....	1118	804	314	1117	1	845	1	845	1	845	1	

A TABULAR STATEMENT OF THE AGRICULTURAL PRODUCTS, ACREAGE, ETC., OF WILL COUNTY, ACCORDING TO THE ASSESSOR'S REPORT OF 1878.

TOWNS.	No. of returned to Assessor.	Corn.		Winter Wheat.		Spring Wheat.		Oats.		Rye.		Barley.	
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.	
		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Cherrier.....	86	3044	87701	2	338	6	61	377	1258	649	377	270	6
Cherry.....	131	3925	113955	1	34	234	4607	3252	12480	10	796	10	42
Crete.....	139	6212	177070	42	74	254	4607	3252	12480	10	796	10	42
Du Page.....	131	3925	113955	1	34	234	4607	3252	12480	10	796	10	42
Florence.....	164	6721	185608	24	406	484	844	484	1257	176	69	7	107
Frankfort.....	164	6721	185608	24	406	484	844	484	1257	176	69	7	107
Greengarden.....	137	4147	120411	8	176	38	106	298	11386	43	110	7	107
Harvey.....	166	7011	224300	16	406	38	106	298	11386	43	110	7	107
Jackson.....	112	3649	102405	2	56	6	7	282	12122	108	471	10	42
Joliet.....	138	871	20630	2	152	152	152	152	152	152	152	152	152
Manhattan.....	166	7011	224300	16	406	38	106	298	11386	43	110	7	107
New Lenox.....	92	4117	11633	2	15	304	204	204	204	204	204	204	204
Peotone.....	166	7011	224300	16	406	38	106	298	11386	43	110	7	107
Plainfield.....	92	4117	11633	2	15	304	204	204	204	204	204	204	204
Red Bank.....	15	481	10530	2	15	304	204	204	204	204	204	204	204
Troy.....	141	8044	232219	13	186	37	115	164	9835	52	1114	52	1114
Washington.....	55	3279	96820	32	641	20	123	266	10426	55	596	55	596
Wesley.....	135	5375	156820	32	641	20	123	266	10426	55	596	55	596
Wilton.....	146	6273	20621	35	35	204	204	204	204	204	204	204	204
Wilmington.....	164	3919	10784	113	439	301	11356	3	12	12	12	12	12

TOWNS.	No. of returned to Assessor.	Cattle.		Horses.		Pigs.		Irish Potatoes.		Sweet Potatoes.		Apples.	
		Acres.		Acres.		Acres.		Acres.		Acres.		Acres.	
		Bush.		Bush.		Bush.		Bush.		Bush.		Bush.	
Cherrier.....	67	518	10	306	10	306	10	45	2254	45	2254	45	2254
Cherry.....	1	12	10	306	10	306	10	45	2254	45	2254	45	2254
Crete.....	8	81	10	306	10	306	10	45	2254	45	2254	45	2254
Du Page.....	2	16	10	306	10	306	10	45	2254	45	2254	45	2254
Florence.....	126	126	10	306	10	306	10	45	2254	45	2254	45	2254
Frankfort.....	25	219	10	306	10	306	10	45	2254	45	2254	45	2254
Greengarden.....	2	34	10	306	10	306	10	45	2254	45	2254	45	2254
Harvey.....	87	87	10	306	10	306	10	45	2254	45	2254	45	2254
Jackson.....	29	494	10	306	10	306	10	45	2254	45	2254	45	2254
Joliet.....	29	494	10	306	10	306	10	45	2254	45	2254	45	2254
Manhattan.....	2	14	10	306	10	306	10	45	2254	45	2254	45	2254
New Lenox.....	2	14	10	306	10	306	10	45	2254	45	2254	45	2254
Peotone.....	2	14	10	306	10	306	10	45	2254	45	2254	45	2254
Plainfield.....	2	14	10	306	10	306	10	45	2254	45	2254	45	2254
Red Bank.....	10	10	10	306	10	306	10	45	2254	45	2254	45	2254
Rock Hill.....	42	42	10	306	10	306	10	45	2254	45	2254	45	2254
Sherburne.....	13	13	10	306	10	306	10	45	2254	45	2254	45	2254
Trenton.....	13	13	10	306	10	306	10	45	2254	45	2254	45	2254
Troy.....	9	9	10	306	10	306	10	45	2254	45	2254	45	2254
Washington.....	13	13	10	306	10	306	10	45	2254	45	2254	45	2254
Wesley.....	9	9	10	306	10	306	10	45	2254	45	2254	45	2254
Wilton.....	13	13	10	306	10	306	10	45	2254	45	2254	45	2254
Wilmington.....	9	9	10	306	10	306	10	45	2254	45	2254	45	2254

GRAND SUMMARY. Whole Number of Statements Returned.

FARM CROPS.

	Area, 1877.	Prod. Per Acre
Corn.....	132332	4274.32
Winter Wheat.....	1124	267.6
Spring Wheat.....	16841	211.712
Oats.....	6756	287.2
Rye.....	1438	25.7
Barley.....	431	25.71
Buckwheat.....	224	127
Castor Beans.....	29	127
Peas.....	29	127
Irish Potatoes.....	2650	185.6
Sweet Potatoes.....	2	12
Apple Orchard.....	402	16.9
Peach Orchard.....	476	
Pear Orchard.....	10	
Tobacco.....	10	
Broom Corn.....	3	
Hemp Flax.....	2	
Flax Flax.....	21	
Timothy Meadow.....	761	
Clover Meadow.....	43615	
Prairie Meadow.....	4181	
Hungarian and Millet.....	30180	
Sorghum.....	461	
Vineyards.....	33	
Turnip and other Root crops.....	121	
Other Fruits and Berries not included above in Orchard.....	94	
Orchard.....	22	
Pasture not named above.....	9185.61	
Woodland not included in Woodland.....	8852.06	
Uncultivated land, not included in Woodland and Pasture.....	175301	
Area City and Town real estate, not included above.....	17259	
	1807.426	
Total number of acres in county.....	417577	

LIVE STOCK, 1877.

	Quantity	Value
SHEEP.		
Number of Sheep killed by dogs.....		
Average gross weight per head Fat Sheep sold.....		
Number of pounds of Wool shorn.....		
Number of Fat Sheep sold.....		
Average weight per head, Fat Sheep sold.....		
DAIRY.		
Number of Cows kept.....		
Pounds of Butter sold.....		
Pounds of Cheese sold.....		
Gallons Cream sold.....		
Gallons Milk sold.....		
CATTLE.		
Number of Fat Cattle sold.....		
Average weight per head Fat Cattle sold.....		
HOGS.		
Number Fat Hogs sold.....		
Average gross weight per head Fat Hogs sold.....		
Number Hogs and Pigs killed of Cholera.....		
Average gross weight per head of Swine killed of Cholera, etc.....		
Number bushels Timothy Seed produced.....		
Number bushels Clover Seed produced.....		
Number bushels Hungarian and Millet Seed produced.....		
Number bushels Flax Seed produced.....		
Number pounds Grapes produced.....		

Biography Received Too Late for Insertion in its Proper Place.

PROF. ISAAC S. PALMER, Joliet; was born April 14, 1819; in Norwich, Norfolk Co., England; at the age of 9, he went to Edinburgh, where he was associated with the immortal George Combe, and through his influence, gained admission to the famous Edinburgh Medical Institute, where he remained until he was 18, after which he pursued public life as a lecturer on physiology; in 1849, the Professor sailed for America for the purpose of collecting specimens of the native Indian and learning from practical experience the types of their character, and then return to England and lecture upon the subject;

in 1852, he went to St. Paul, purchased a boat and traveled the entire length of the Mississippi River, and collected over five hundred Indian skulls and many other relics, all of which were destroyed by fire; the entire prize was then given up, and he decided to make America his home. Since 1867, he has been a citizen of Joliet, having married, at that time, Mrs. Elizabeth F. Aylesworth, daughter of Charles W. Brandon. He still follows his favorite profession, lecturing on physiology, physics, anatomy and geology; also the practice of medicine.

ERRATUM.

The Biography of Barber, Randall & Fuller, of Joliet, should have been among the B's; was placed in the R's by mistake.

A Camp Meeting of Christians

Without reference to denominations, will be held under
the auspices of the

DUPAGE Y. M. C. A.

~~Near Dupage Post Office,~~

IN J. B. KING'S GROVE,

WEDNESDAY, THURSDAY AND FRIDAY

August 19th, 20th and 21st. / 1874

Delegations of Christian workers will be present from Chicago, Aurora, Naperville, and adjoining towns, and a profitable series of meetings may be expected. Among the workers from abroad will be

D. MONTGOMERY, J. H. COLE and D. W. WHITTLE, of CHICAGO.

The meetings will open with a

GENERAL PRAISE MEETING,

Wednesday Afternoon at Two o'clock.

Thursday and Friday Forenoons will be devoted to

BELIEVERS' MEETINGS,

For the study of the Bible, and prayer for a deeper work of the Holy Spirit, and more thorough consecration to Christ.

The Afternoons and Evenings will be devoted to the

PREACHING OF THE GOSPEL,

Prayer and Inquiry Meetings, to which *all* are invited.

Christians of Dupage County, let us pray for the presence of the Holy Spirit in power upon these meetings, and let us give these three days to direct efforts in winning souls to Christ. Our harvest is over and grain gathered. Let us now rally to garner souls for the blessed Lord of temporal and spiritual harvests. Many souls in our County are yet out of Christ—unsaved. Let not the responsibility rest upon us, if at the last day, so rapidly approaching, many among us take up the sad cry, "The harvest is passed, the summer is ended, and our souls are not saved."

REV. J. PORTER, }
J. B. KING, } Committee.
WM. PATTERSON, }

Though the goals and activities differed from those that present-day organizers are pursuing, there was a YMCA organization thriving here a century ago. Record books trace its first few years success, but it is no longer known what happened to cause it to dissolve.

On March 22, 1873, a group of young men from the First Presbyterian Church of DuPage met to organize the Young Men's Christian Association of the Town of DuPage.

That action to form a YMCA on the part of settlers of what would become Bolingbrook marked them as being active and aware of ideas in other parts of the country to strengthen community ties. The YMCA movement was relatively new in the United States and the local residents had observed its popularity and success in major cities elsewhere.

ACTUALLY, THE YMCA, which we think of today as being a characteristic American institution, was born of the Industrial Revolution in England. In 1844, London was struggling under a population explosion with thousands rushing from the country bringing hopes for jobs.

The streets of London were teeming with people, crowded everywhere with little to do and no place to go. Gambling, liquor, prostitution was evident everywhere.

Working in the Hitchcock and Rogers Building was a young man by the name of George Williams. He called together a group of 12 young men in June, 1844 to form an association for spiritual uplift. They called their group the Young Men's Christian Association. George Williams College in Downer's Grove is named for this man.

SEVEN YEARS AFTER the first meeting, other YMCA organizations were formed in Boston and Montreal. During the 1850's the YMCA was primarily evangelical in nature and swept up in the revivalism of the time. The Association served as a many-faceted organization, being library, reading room, employment bureau, boarding house register, and having an aggressive social program as well as lectures, Bible classes, prayer and

evangelical meetings. YMCA's were closely aligned with the church and extremely involved in the Sunday School movement and tent evangelism, those two areas being its primary goals at that time.

The organizers of the local YMCA elected William Patterson, President; William Jones, Vice President; James George, Secretary; and Louis Emery, Treasurer. The Board of Directors consisted of John Fisher, A. Eddy and Charles Feinstein.

Members of the Association had to be in good standing of an evangelical church and dues were 25 cents annually. The seventeen original members exerted themselves to promote the welfare of the Association and to interest the churches to which they belonged to use all practical scriptural means for increasing its membership and usefulness.

"No questions shall be discussed involving doctrinal differences between the churches and all meetings shall be opened and closed with devotional exercises. In case of immorality in any member, such shall be communicated in writing to the Board so that they may take such action as they may see expedient." So reads the rules of the Association.

WE ARE FORTUNATE to have the secretary's minutes for the first three and half years of the YMCA of the Town of DuPage. Reading them gives us an insight into the type of work carried on by these Brothers.

A committee was appointed to visit and talk with young men who requested the prayers of Christians. Subscription was made to the "Christian Weekly" and "Good Words," both magazines of the national organization. A delegation attended the state convention in Bloomington and the next month a motion was made and seconded that members speaking more than three minutes "be admonished of the flight of time by the

leader rapping." It must have been quite a convention. The group also opened two Sunday Schools in the area: Sprague School District and White School in Wheatland Township. Afternoon prayer meetings for the ladies were held upon request. The largest undertaking sponsored by the YMCA was a camp meeting of Christians held Aug. 19, 20, and 21, 1874. Of interest to us is the fact that these dates are during the week and included afternoon and evening meetings. Major Whittle of the Chicago YMCA provided help and guidance and was the meetings' most successful speaker.

The minutes of the next board meeting state "that the power of God was there and was manifested by twenty coming forward, most of whom found peace in believing on the Lord Jesus and felt strengthened and encouraged to go forward in His service and consecrate themselves to Him."

Next year, the YMCA sponsored another tent meeting in J. B. King's Grove located at the junction of Knoch Knoll's Road (95th St.) and Naperville Road. This time rain kept many people away. For approximately a week, nightly meetings were held until the Board decided to stop them.

WHAT BECAME OF THE DuPage YMCA, I don't know. Joliet did not see a YMCA come into its community until 1882. That one struggled for 20 years until it no longer existed. For the next 25 years there was no YMCA program in the area except for affiliated high school clubs which was promoted by the state Boys Work Secretary.

In the 1920's the YMCA began its work with girls and women, giving them use of the facilities and encouraging them to enter the working world during World War I and World War II.

by
Judy Bredeweg

FRANKLIN E. BARBER

Franklin Barber was both a farmer and dairyman. He was born in Du Page Township, Will County, Illinois, Aug. 25, 1835. His father had come west to Illinois in the Spring of 1832, and laid a claim to where his son would, in the future, reside. Old Mr. Barber lived on that land until his death, December 19, 1876. Franklin E. was married September 2, 1867, to Mrs. Adelaide Volentine, a native of New York State; He had five children---Emma E., Etta A., Edward F., Jessie A., and an infant daughter; Mrs. Barber had only one child by her former husband---Mary J. Old Mr. Barber was one of the early pioneers of Du Page Township, and came to Chicago, or rather Old Fort Dearborn, on the boat that brought General Scott's army to do duty in the Sac War. In 1878, the Barber homestead was valued at \$14,000. Franklin E. held the office of Constable, Town Clerk, and School Director. He was successful as a farmer, and also supplied a large quantity of milk to the cheese-factory that remained in his farm until after 1878.

HORACE BOARDMAN

Horace Boardman, farmer, was born in Orleans County, N.Y., July 25, 1819. In August, 1831, he came west with his family, his father settling on the farm where his son later lived. His father, one of the early pioneers of this section, died May 30, 1877, at the advanced age of 88 years. His ashes rest peacefully in the little Cemetery on the homestead. Horace remained at home until his twenty-eighth year. He then moved to Grand Traverse Bay, Michigan for the purpose of engaging in lumbering. He remained there for six years, and in 1838, he returned to Illinois. In the Spring of 1864, he moved to Wisconsin, where he remained for three years. In March 1867, he returned to Illinois after which he resided at the old homestead. He was married May 25, 1843, to Laura A. Farr, a native of New York. Laura died April 16, 1846. His second marriage, to Emily Cowles, also a native of New York, took place September 3, 1849; she died May 2, 1862. His third marriage to Isabella Lewis (Emerson,) widow of Chauncy Lewis, was celebrated April 26, 1863. From the first marriage, two children were born---Ellen A., Marie A.; from the second marriage, three children, James C., Abby M., Walker B.; from the third marriage---six children, George E., Fannie E., Frank H., Harry G., Edith L., Charles Roy. The Boardman family owned 248 acres in Du Page Township. In addition to his farm he also kept a large number of cows for dairying purposes. On his farm in 1846, was operated the first McCormick reaper ever used in the limits of Will County.

GEORGE DIXON

George Dixon, farmer, was born in Lincolnshire, England, December 29, 1832. He emigrated to America in 1851, and engaged in farming for G. P. Dryer. He remained with Dryer for six years. He then worked for Mr. Ray for the same length of time. In 1856 he purchased 320 acres of land in Michigan, this he purchased chiefly for the timbers on the land. In the Great Fire that occurred throughout that region a few years later, he suffered a loss of \$3,000 to \$4,000. Subsequently he sold out and went to England, after nine months, he returned to America. In 1869 he purchased the land that was to be known as the Dixon Homestead. He was married September 14, 1869, to M. Jennie Burgess, a native of Lincolnshire, England. He owned 160 acres, worth \$5,000. Mr. Dixon lead a somewhat romantic live since coming to America. While a young man he was accustomed to spend the winter season hunting and trapping in Michigan, and was always realized handsomely from his winter sport. Much of the time was passed with the Indians and often he was far from the inhabitations of white men, surrounded with the beasts of the forest, with only the savage for a companion.

NORTON EATON

Norton Eaton, farmer, was born in Rutland County, Vermont, Aug. 25, 1831. At the age of 14 years, he came west to Illinois, with the family, and settled in Kendall County, near Au Sable Grove, and engaged in farming. In 1854, he moved to Du Page Township, Will County. In 1861 he moved to his present residence (1878). He was married March 25, 1858 to Ester A. Rathbun. They had four children---Mary A., Carrie E., Gracie G., Edith E., one died in childhood, Edith E. He owned 91 acres of land in Du Page Township valued at \$5,000. Mr. Eaton held the offices of Assessor, Town Clerk, Constable, Commissioner of Highways.

AUSTIN GODFREY

Godfrey, a farmer, was born in Erie County, New York, August 31, 1822. He is the son of Henry and Kansas (Warren) Godfrey. His father came west to Illinois in the fall of 1833 and stopped a short time in Chicago. After a sojourn of two months on the Des Plaines, west of Chicago, he came into what is now Du Page County, and settled on the timbers of the Des Plaines---half of the land was in Du Page County and the other half was in Will County. Here he lived until his death in 1850. Austin remained at home, attending, with his brother, to the business of the farm, after reaching manhood. He was married December 25, 1847, to Lorenia Warren, a native of New York State. She died November 27, 1853. His second marriage to Lucy Denton, took place December 24, 1857. She was a native of lower Canada. From the first marriage there were two children, Emma A., (wife of G. W. Potter) and William H. From the second marriage there were seven children---Herbert A., Howard D., Abbie C., Carrie M., Arthur M., Guy R., and Roy S. He owned 675 acres of finely improved land valued at \$40,000. He held the offices of Supervisor and Road Commissioner for 15 years; he also kept 60-70 milk cows and for the most part shipped his dairy to Chicago. Mr. Godfrey was an outstanding farmer in his section of the country.

ROBERT GOUDT

Goudt, a farmer, was born in Essex County, N.Y., on Jan. 2, 1822. In the fall of 1843, he came west to Illinois. At that time he settled in Du Page Township, Will County, and engaged in farming. In 1850 he moved to the Illinois and Michigan Canal where he attended the locks. The site was located two and one half miles north of Lockport. Then he engaged in running a boat, for two years for Norton and Co., and again returned to the locks for the next five years. In 1859 he purchased one-quarter section of land in Du Page Township; this he improved and occupied in 1861. He purchased the land that he would settle on in 1867. He was married October 15, 1848, to Ophelia Welsh, a native of Ohio. They had two sons---William H., and Charles R., and two daughters---Mary and Julia. He owned 100 acres of land, well improved, and worth \$7,000. At an early age, he learned the blacksmith trade, but not having a fancy for the business, he abandoned the business for farming. He held the offices of School Director, School Trustee, and the Commissioner of Highways. His tenure of office extended over a period of six and one half years.

WILLIAM KING

William King, retired farmer; was born in Hanover Germany, December 23, 1829. In 1848 he emigrated to America. He located in Bloomingdale, Du Page County, Illinois. Here he engaged in farming for one year. He next came to Du Page Township, Will County, where he entered the employment of Jonathan Royce, Sr. He labored for Royce for two and one-half years. In March, 1852, he went to California and engaged in mining and butchering. In 1857 he returned to Illinois, and purchased one of the farms originally owned by Robert Strons. It had been previously sold to Samuel Goodrich. Direct from the hands of Goodrich, it passed to Mr. King. In 1878 the farm was still owned by King. He was married Jan. 27, 1857, to Hypsia Royce, daughter of Jonathan Royce. She was a native of New Hampshire. In 1870 he left his farm and moved to Naperville. In 1871 he started a tile and brick yard. It became one of the best paying institutions of the town. In the Spring of 1878, he sold out his interests in the factory owing to his ill health, and devoted himself to the superintending of his farm. He owned 360 acres in Will County, valued in 1878 at \$23,000. He also owned a fine property in Naperville. He held the office of Supervisor of Lisle Township, Du Page County for four years. He later became a member of the City Council.

S. R. RATHBUN

Rathbun was a farmer. He was born in Marcellus, Onondaga County, New York, Sept. 17, 1805. In the spring of 1832 he came to Ohio and settled in Orange Township, Cuyahoga County. There he opened up and improved 140 acres. In Sept. 1845, he came to Western Illinois. First he settled in Du Page Township, Will County, near his family residence. In July 1846, he moved to Wheatland Township where he remained for twenty years. In February, 1868 he came to the immediate area. He was married Sept. 27, 1827, to Maria Landers, a native of Florida, Montgomery County, New York. They had nine children---Volentine, William M., Permelia, Bela F., Sabrina L., Mary J., Ester A., Alvin O., and Charles W., There were also five who died---Hiram L., died Jan. 9, 1863, at Nashville Tenn., He was a member of Company D. 100th I.V.I. He was in the March from Louisville to Nashville, when General Buell was in pursuit of General Bragg. The other died in infancy. He owned 430 acres valued at \$33,000.00 in 1878. He held the office of Assessor in Wheatland Township for two or three terms. He was also the Commissioner of Highways, School Trustee, School Director; and, while a citizen of Ohio, he was a Justice of the Peace. In 1840 he held the office of Deputy Sheriff and that of Constable.

JONATHAN ROYCE

Jonathan Royce, farmer, was born in Essex County, New York, on May 9, 1822. When he was 13 years old he came to Illinois with his family. His father settled on the East Branch of the Du Page in the Summer of 1835. He remained at home until the age of 25 years. In 1847 he inherited his farm and worked on it for six years before marriage. He married Sarah A. Mather, a native of Essex County, N. Y., on October 18, 1853. His life was largely devoted to agriculture. In the fall of 1873, he moved to Naperville, and entered the banking business in partnership with Willard Scott. In the fall of 1876, he returned to his farm, and once again practiced the old way of life. He had five children---Jonathan F., George E., Asa M., Marie P. and Emma M. He owned about 500 acres, valued at \$40,000. He held the office of Supervisor for a number of terms. He delt largely in stock, buying and fattening a large number of cattle annually. His farm was the best improved and his buildings the most substantial of any in his entire neighborhood.

ABNER ROYCE

Abner Royce was a farmer. He was born in Essex County, New York, on June 13, 1826. He was the son of Jonathan and Polly (Emery) Royce. His father was one of the early settlers of Du Page Township, having settled in the summer of 1835. He stayed on the same land until his death December 14, 1863 at the age of 83 years. His wife followed him April 25, 1875 at the age of 91. His father was a very successful business man, and owned at one time, between three and four thousand acres of land. He divided his wealth among his children, and they followed in his footsteps to a successful life. Abner continued to live on the homestead except for a temporary absence of four years. Between 1850 and 1854 he lived in California doing mining. He was married October 18, 1855, to Charlotte Phelps, a native of Essex County, N.Y. They had six children---Elisha, Truman, Helen J., Irving, Lottie F., and Abner Jr. He Owned 985 acres in Will County valued at \$65,000. Mr. Royce was successful in all his undertakings.

THOMAS J. SPRAGUE

Sprague was a farmer. He was born in Hamburg, Erie County, New York, November 23, 1810. He remained at home until his majority; experiencing the life of a farmers son; farming summers and attending school a short time during the Winter. In 1837 he came West to prospect the country, and in March, 1838, he setteled in DuPage Township. The first year he tilled a farm owned by Joseph Bessey, and the following year labored on the I. & M. Canal on the section just below the Joliet Mound. In 1840, he purchased 160 acres on Sec. 22, DuPage Township, this he still owned in 1878, and there he resided about 18 years. In the Fall of 1858, he moved to Sections 34 and 27. He was marred January 8, 1844, to Mrs. Lydia Godfrey, daughter of Shubel Swift. Her father was one of the pioneers of DuPage Township. They had nin@children --- Charles, Harriet, Elizabeth, Thomas, Frank and Celia living; Lydia, Douglas and Thaddeus deceased. He owned 590 acres, valued at \$30,000. In 1878 he held the office of Township Collector and that of Assessor three or four times. Mr. Sprague was without means when he came West, and by industry and good management accumulated what he had. He was also extensively engaged in dairying in connection with his farming.

ROBERT STRONG

Strong was a farmer. Mr. Strong was one of the only surviving pioneers of the few that settled in DuPage Township in the early period of 1831. He was born in Greensboro, Vermont, April 28, 1806. When he was 8 years of age his father moved to Susquehanna County, Penn., and engaged in clearing land and farming. In 1819, the family moved to Chemung County, Penn., and opened a farm where the town of Waverly now stands. In 1825, his father moved to Ogden, in Monroe County, New York. In 1831, Robert came to seek a home in the Far West and settled where he resided in 1878. Having purchased a claim of half-section of Selby and Walker; here in company with his young and lovely bride, he commenced, amid the difficulties and privations incident to pioneer life, to carve out his fortune. He was married April 21, 1831 to Caroline W. Willey, a native of Oneida County, New York; she was born May 10, 1811. Eleven children blessed their union, four --- Alfred W., Robert H., Mary A., (now the widow of James N. George) and Albert M. are living; seven are dead as of 1878. He owned 230 acres of land valued at \$17,000. In 1878, he held the office of Supervisor, Justice of the Peace eight years, School Treasurer sixteen years, with the enormous salary of \$10 for the first ten years. And here upon a portion of his original purchase made almost one-half of a century ago, he still lived on in 1878. It is to him that we are indebted for much of the early history of DuPage.

Fountaindale Public Library District
300 West Briarcliff Road
Bolingbrook, Illinois 60440
(708) 759-2102

JONAS WALKER

Jonas Walker was born in Worchester County, Mass., on April 5, 1817. He was the son of James and Sally (Brewer) Walker. He left home at the age of 13 and became a farm laborer for \$8.00 a month. In 1838 he came West and located in Greene County (later named Jersey County) Illinois. Here he farmed for six years. In the Fall of 1844 he came to Lockport, Will County, and entered the employment of Hiram Norton, hauling flour to Chicago and bringing back goods. He continued this for two years. He then opened up and improved the farm owned by S. Wilson, where he remained for three years. He also opened up a farm on Section 16, Lockport Township, at several different points, until 1855. At that time he moved to Du Page Township, and bought a quarter-section of land about one mile south. On May 6, 1840 he was married to Paulina H. Judd, a native of Indiana. They had nine sons and three daughters; Henry, James, Charles, Pemelia, George, Clara, Hiram, Hartly (twins), William, Walter, May, and Albert; of these, Henry, James and Albert were dead by 1878. He owned 250 acres in Will County, and 18 acres in Iroquois County. He held the office of Road Commissioner for five years, and also served as Town Trustee.

SYLVESTER WARD

S. Ward was born in Genesee County, N. Y. on May 29, 1831. He was the son of Hannibal and Jane (Hicks) Ward. In September, 1833, his father came west, and settled on the farm where his family continued to live until after 1878. Hannibal Ward died December 23, 1874, and was buried on the homestead. Sylvester remained at home until he became of age. His early life was that of a farmer. In 1854, he went to **Saint Charles**, Kane County, and engaged in the manufacturing of wagon-hubs. Mr. Ward improved the machine invented by his Uncle, Justice Ward; ~~Soon~~ three men could take the timber from the stump and make one hundred hubs per day. In the Spring of 1857, in company with two others, he purchased eighty acres of timber in Porter County, Indiana, and placed there a machine constructed during the Winter of 1856, and once again manufactured wheel hubs. Having sold out his interest in his company with A. D. Shepard in the Fall of 1859, he purchased a Grist Mill at Leland, La Salle County, and operated it for two and one-half years. In 1862 he returned to the family homestead where he continued to live. He was married Feb. 22, 1860, to Lorina Johnson, a native of Michigan. They had two children---Ida S., born Feb. 11, 1861, died Feb. 25, 1863; Eddie E., born Oct. 30, 1863. He owned 355 acres, valued at \$21,000. He held the office of School Treasurer for the next 10 years. Mr. Ward owned and operated a large cheese factory erected at a cost of \$3,000, located about four miles north of Lockport.

S. J. WHITE

He was a farmer and stock dealer. White was born in Watertown, Jefferson County, New York on Sept. 1, 1835. During the same fall his father moved to Joliet, Will County. Here the elder White died as early as 1845. His mother subsequently married Capt. Harry Boardman, one of the pioneers of Du Page Township. Young White came from the village to the farm and remained with his stepfather for seven years. At the age of eighteen he left home and engaged in clerking for Thompson and Wetmore in the dry goods business. Here he remained for two years. In 1854, he went to California where he operated a train of pack-mules and did some mining. He remained in California for four and one-half years. On his return, he again did some farming. In 1874, he purchased a home. His first marriage to Mary A. Farmer, a native of New York, was celebrated on December 10, 1860. She died in March, 1873. His second wife, Sabrina L. Smith, was a native of Ohio. Their marriage took place Sept. 4, 1874. Three children were born from the first marriage---Cornelia M., Willie, and Carrie. Of these, only Carrie survived. He owned 313 acres worth \$20,000.00 in 1878. In addition to his farming, Mr. White dealt largely in stock, buying and shipping to the Eastern market and to Chicago.

THOMAS WILLIAMS

Thomas Williams was a farmer. He was born in County Cornwall, England, Jan. 18, 1807. Williams came to America in March 1825, and first settled in Schuylkill County, Penn. There he engaged in the mining and shipping of coal to Philadelphia for about two years. He next contracted and built a portion of the Portage Railroad across the Alleghany Mountains from Hollidaysburg to Johnstown. In 1834, he came to Illinois and settled in Chicago. In June 1836, in conjunction with Charles E. Boyer, he contracted four sections of the Illinois and Michigan Canal, and commenced work thereon. In 1848, he built twelve miles of the Chicago and Galena Railroad between Chicago and Elgin. In 1850, he went to California and constructed the levee in front of Sacramento City. Afterward he helped construct a tunnel 1,200 feet long, bringing the water of Bear River down to the flats of Ophir. In 1854, he contracted to deepen the Illinois and Michigan Canal, the work was finished in 1857. Williams located in this area in 1846. He was married in 1832, to Susan Horner, a native of Pennsylvania. Eight children were born to them, of these four lived up until 1878. They were Julia, Stephen J., Susan, and Carrie. He owned 500 acres of land, valued at \$40,000.00 in 1878. He was Supervisor, held the office of School Trustee and School Director. He met with success in all his public enterprises.

Biography of Polly (Emery) Royce, born May 5, 1784,
died April 25, 1875 and buried in Boardman Cemetery.
From 1878 History of Will County.

Jonathan Royce came in 1835, from New York, but was originally from New Hampshire. He died here ten or twelve years ago, and his son, Abner Royce, now lives on the place where his father located, and which is the original farm settled by Israel Blodgett. Mr. Royce was a prominent man of the settlement, and owned at one time over three thousand acres of land in this township. His wife, who survived him several years, seems to have been not only a very remarkable lady, but to have sprung from a genuine old Revolutionary family. When she died, April 25, 1875, the *Will County Courier* thus referred to the event: "The deceased was the relict of the late Jonathan Royce, of Du Page, and had lived in Will County for the last forty years. She moved with her husband and family into this county in 1835, and commenced life in her new home on the farm where her death occurred. She was born at Walpole, N. H., May 5, 1784. Her maiden name was Emery. Her father was a Revolutionary soldier, who enlisted at the age of 16, and was with the patriots until the close of the war. He was one of the minute-men at Concord, and participated at Lexington, and received a wound at the battle of Saratoga Springs from which he never fully recovered. He was with Washington in all his campaigns, being one of that little band of patriots who united at Valley Forge and went on that famous march into New Jersey, and the masterly retreat across the Delaware River. Mrs. Royce inherited from her father the spirit of patriotism which characterized him, and during our civil war was the warm friend of the soldier, doing all that she could to aid the cause. She was the mother of a large family of children, most of whom are living and citizens of this State. She lost her husband about ten years ago, who at his death was 86 years of age, and has been long anxious to join him. They traveled the journey of life together for sixty years, honored and respected in society, and in her death society loses one of its most revered and beloved members." After referring to the funeral services, which were conducted by the Rev. Mr. Porter, of Naperville, the *Courier* notices the fact that she was followed to the grave by about seventy blood-relations, forty-seven of whom were her descendants, and that she lived to see children of her great-grandchildren. She died at the age of 90, and retained her faculties to the very moment of her death.

MUNGO PATTERSON was born in Dumfriesshire, Scotland, Sept. 4, 1847, the oldest of twelve children born to John and Jane Hall Patterson. He spent his early life on his father's farm and gained his education in the local school, also receiving some instruction from Thomas Carlyle, a friend of the family.

In 1841, desiring to make more of his life than he could in the land of his birth, he planned to emigrate to America. His diary dated June 3, 1841 tells of the outfit assembled to bring with him, including clothes, shoes and provisions costing 11 pounds, 13 shillings. Besides bed, bedding and "a thousand other articles from my Dear Mother, for which I can never be grateful enough." Likewise 12 Pounds from my never to be forgotten Father. "Many books from dear friends in the Watercock congregation. A Bible from Mr. Carlyle, William Paley's works from Mr. Thomas Carlyle, and small presents from any other friends.

June 5th, 1841 he sailed from Liverpool, and after a favorable ocean voyage of six weeks landed at the quarantine station in N. Y. Bay on July 29.

After a few days in N. Y. he again took a steamboat up the Hudson River and by Canal to Newark and finally to Alton, N. Y. in Wayne Co., to his friends the Robert Clow family, where he staid until of the spring of 1844. On March 23 he was married to Miss Agnes Clow, daughter of Robert Clow.

April 20th, 1844, Mr. and Mrs. Patterson with the Clows left N. Y. by way of the Great Lakes and came to Chicago. (Record of trip recorded elsewhere).

After a brief stay in Chicago they came by stage coach to Naperville, on the 4th of May, leaving Chicago at half-past six in the morning they arrived in Naperville at one o'clock p.m. Two hired wagons brought part of their luggage and boxes, so they went into their hired house the same evening. The hired wagons cost \$3 a day each. In a few days two of the Clow men went back to Chicago to the land office to see where wild land was to be had. They also bought a team of horses for \$135 and brought one wagon load of luggage, about 1100#.

Records state that on Sat., May 18th they "went south to see some Prairie land on the DuPage River. All were so pleased with one 80 Acre lot and one whole section that they thought of going to Chicago on Monday to deed it."

There is a break in the records of about a year, but they are resumed in June 1845, when reports appear on the progress of building on the acreage acquired from the government for \$1.25 per acre and located in N.W. Will Co., Wheatland Township.

They quarried and hauled the stone for the cellar and foundation of the house themselves, doing the masonry work as well. The record states that it took 27 days to build the cellar. About a week later carpenter "Lyman" came to put up the house, starting on July 14, 1845, completing the job Aug. 8, at a cost of \$187.20, including most of the material.

The hand dug well was 21 feet and 6 inches deep; this was walled with hand quarried stone. The well was fed by a spring of excellent water and it is still in use.

Mr. Patterson was a truly religious man, and his life exemplified his Christian views. He was a faithful member of the DuPage Presbyterian Church. He served as a School Director and did what he could in various ways, to promote the educational, moral and material well-being of Wheatland Township. In his political views he was a staunch Republican.

Mungo Patterson died July 16, 1906, at the age of 92 years, and 9 months, having lived a long full life on the same property he acquired as a young man.

By Agnes Grommon Boughton from material found in records of Mungo Patterson, and "Biographical Sketches of Prominent Citizens of Will Co., Illinois."

of the Great Lakes.

On March 26th and 27th 1844, we, (Mr. and Mrs. Mungo Patterson and son John) together with Mrs. Patterson's family, the Robert Clows left Sodas, N. Y., and came to Lyons.

April 6, Took the Ague.

On Friday, April 19th we came on board the zinc boat Chavels Demmon. Sat. 20. Left Lyons about noon with over 20 passengers aboard, and tonight are lying at Lockveil, detained for want of water. It was advertised in the paper that the canal would be open on the 18th, but no boat could pass till the 26th, and even then there were some of the levels without water. Consequently we were detained two or three days longer on the Canal on this account. 80 boats were lying below Lockveil. Ague and fever today.

On the 22nd between noon and one o'clock we passed 80 boats from the west, all aground, and 20 more in the afternoon.

Wed., Apr. 24. Arrived at Buffalo at half past 3 in the afternoon. We soon learned that the Steamship Chesapeake, with Capt. Kelsey was to sail for Chicago in a few hours. Mr. Clow went on board and saw the Capt. There is just one little room left with 9 berths in it, which will suit us exactly. Passage \$7 each, agreed to take it. The Canal boat is brought along side and our luggage put on board the Chesapeake.

Buffalo is already a large and important city with over 30,000 inhabitants.

At 7 o'clock at night the Chesapeake set out for Chicago, with I should think between three and four hundred passengers. The decks are crowded with passengers, luggage, furniture of all kinds, wagons, plows, etc., and about 20 horses. The hands belonging to the boat are stowing away luggage in the hold, to make room on deck. Fever and Ague.

Thurs., 25. At 9 o'clock in the morning put in at Ashtabula, Ohio to take on wood. At noon put in at Fairport, Ohio for wood. Arrived at Cleveland, Ohio, at 4 o'clock in the afternoon. Cleveland has about 20,000 inhabitants, and for shipping is not far behind Buffalo. We had a great deal of loading and unloading here. Among other things we took on a few tons of coal to burn along with the wood.

Fri., 26. Left Cleveland last night at 7, and entered Detroit River about daybreak, and at 8 o'clock this morning we are lying at Detroit, Mich. We left a good many passengers here, and all the horses but 7. Left Detroit at half-past ten, and within an hour entered Lake St. Clair. We had not gone far when our boat ran aground in 5 feet of water, 7 schooners were aground here before us. However after some guessing and calculating and running to and fro on deck, we got off again in about an hour. This is a very shallow lake and the channel almost invariably alters every season; the stakes had not been altered as yet. Entered the St. Clair River, it is narrow and deep, good to sail in. Plenty of ducks near the mouth of the river. Doves of cattle feeding on the swamps. From Detroit to Fort Gratiot at the outlet of Lake Huron is 59 miles, we put in to the Canadian shore 3 miles above the fort at 9 at night, and took on 60 cord of wood.

Sat., 27. Left the wood station about 5 in the morning and are now ploughing the clear blue water of Lake Huron.

Sabbath, 28. Clear, sharp morning. Reached Mackinaw at 10 min to 10 o'clock. The inhabitants are of 3 kinds--descendants of early French settlers, Indians and a few families from the eastern states. There are 3 Indian wigwags on the beach just below the village, some of their bark boats are lying around and some are sailing on the lake. These are the first Indians we have seen. With the exception of some very ugly dogs we saw no living

animal. No vegetation of any kind as yet, though they say they can grow potatoes, and they have an abundance of the best fish in the world. We saw no settlements along the shore of Mich. except 2 or 3 fisherman's huts near Mackinaw, nothing but wood, water. After taking in a little wood we left. Fine, clear day, lake very smooth. At 7 in the evening called at the northern Manitow Island, a bleak looking spot, and set two women ashore, what their prospects were we did not inquire into. Put into South Manitow Island at 9 o'clock at night, and took on 25 cots of wood; about 20 men have been chopping here all winter for 50 cents a cord; the wood sells to the steamboat for \$2.00 per cord.

Mon., 29. At half-past 4 in the morning reached Milwaukee. Many of the passengers and most of the horses stopped here. Left at 7 a.m. and soon after noon came to Southport, Wis., some passengers and the remainder of the horses stopped here. I did not see the last two places mentioned, having my eye to attend to.

Tues., 30. At half-past 8 this morning arrived at Chicago and stopped along-side Norton's pier. Put most of the luggage in his store, are to pay for wharfage storage 1/2 per barrel bulk. Went to the Temperance House where we are to stay \$1 each per day for bed and board, stayed there all night.

Wed., May 1. Cloudy, strong west wind. Sand drifts in the street. At 10 o'clock it rained heavy. We find we can board one-half cheaper in the Farmers Exchange, accordingly we pass over the street. Mr. Clow, Robert and Adam left for the Fox River in a wagon at 5 o'clock. Fine evening.

Thurs., 2. Went and saw the Prairie on the west side of the city.

Fri., 3. Aque today.

Sat., 4. Robert came in the stage at 10 last night. They have taken a house at Naperville, 30 miles west from here, where in the meantime we are going to bide. It is a very good comfortable house, pay 10 (probably 10 shillings, or about \$2.50) a week for it.

Before leaving Chicago I may just mention that the city has grown up almost entirely within the last 10 years. In 1834 it contained only a few houses with a population of about 100, chiefly soldiers and traders with the Indians. Now there are over 8,000 inhabitants. Some of the streets are nearly a mile in length. There are 150 houses going up now, and 300 this summer. Sometimes 200 teams may be seen in the street in one day, loaded with wheat from the country. One daily and two weekly papers are published here.

Sat., May 4, 1844. At half-past six in the morning Sarah, Agnes, Jack and myself started in the stage coach from Chicago for Naperville, where we arrived at 1 o'clock. Judge Smith of Chicago, a very intelligent fine man was the only other passenger. The only stock we saw on the prairies was a very few cattle here and there. Some places we could see as far as the eye could reach, without timber. We saw plenty of wild game, cranes, prairie hens, and other smaller birds. James, Robert, William and Thomas (Clow) came at 7 p.m. with two hired wagons, and part of the boxes. We went into our hired house the same evening.

Sabbath, May 5. Wet day. Aque.

Mon., 6. Robert, Adam and James gone to look at some wild land to the southwest.

Tues., 7. Wet afternoon. Fever but did not shake today.

Wed., 8. Robert and Adam gone to Chicago to land office to see where wild land may be had. Perhaps may buy a team.

Sat., 11. Uncommon rain and thunder. Fever today. Robert and Adam came home about 7 at night. Bought a team for \$135. They brought one of the wagons with about 1100# of luggage. Got into Brushville stable just when the storm came on.

Sat., 12. Went to meet the Presbyterian Minister, felt very unwelcome all the time, but as a fit ofague and fever.

Mon., 13. Very wet forenoon, chills and fever all day. I am very lean now and so weak I cannot sit up long at one time.

Tues., 14. Fine day with sunshine, Fever.

Wed., 15. Mr. Clow, Robert, and Adam gone to Plainfield. Very wet afternoon.

Fri., 17. Have been southeast at an old Scotchman's by the name of Mackey.

Sat., 18. Damp forenoon. Adam, Robert, William and Thomas went south to see some prairie land on the DuPage River. There is one 80 A. lot and one whole section; they are all pleased with it, they think of going to Chicago on Monday to deed it. Aque.

Sat., 19. Had the Dr. today, got some quinine and brandy to stop the ague. Some senna and salts for physic.

Distance from Lyons, New York to Chicago 1208 miles.

Weight of luggage 6410#

Paid for passage and board from Lyons N.Y. to Chicago\$ 85.00

Freight 40.00

Cost for provisions on our passage about 8.00

OTHER ITEMS

Board in the Temperance House—\$1 a day each 9.00

Board at Farmers Exchange for 3 days—50 cts. a day each 13.50

For wharfage and storage, 1 barrel bulk, 38 bbls. bulk

To Naperville in coach—8 passengers, 10 each or \$2.50 20.00

2 wagons and teams for drawing luggage to

Naperville \$3.00 per day each. 6.00

1 team horses \$135.00

..... From Diary written by Mungo Patterson St.

The above is reprinted by permission and is taken from the publication, "The History and Genealogy of the Family John and Jane Hall Patterson of Kirtlehead, Dumfriesshire, Scotland."

Biography Received Too Late for Insertion in its Proper Place.

PROF. ISAAC S. PALMER, Joliet; was born April 14, 1819, in Norwich, Norfolk Co., England; at the age of 9, he went to Edinburgh, where he was associated with the immortal George Combe, and, through his influence, gained admission to the famous Edinburgh Medical Institute, where he remained until he was 18, after which he entered public life as a lecturer on phrenology; in 1849, the Professor sailed for America, for the purpose of collecting specimens of the native Indians and learn from practical experience the types of their character, and then return to England and lecture upon the subject;

in 1852, he went to St. Paul, purchased a boat and traveled the entire length of the Mississippi River, and collected over five hundred Indian skulls and many other relics, all of which were destroyed by fire; the enterprise was then given up, and he decided to make America his home. Since 1867, he has been a citizen of Joliet, having married, at that time, Mrs. Elisabeth F. Aylesworth, daughter of Charles W. Brandon. He still follows his favorite profession, lecturing on phrenology, physiology, anatomy and geology; also the practice of medicine.

ERRATUM.

The Biography of Barber, Randall & Fuller, of Joliet, should have been among the B's; was placed in the R's by mistake.

All biographical sketched were found on pages 895-900 in THE HISTORY OF WILL COUNTY, ILLINOIS, 1878, published by the Will County Bicentennial Committee, Petersen Printing Craftsmen, Inc., Joliet, Illinois in 1973. This book is found in the Fountaindale Library, number 977.325 HIS. Other useful pages in the history of Bolingbrook are listed under Barbers Corners, pages 243-245, and pages 529-536.

Pioneer triumvirate on east branch of DuPage

SKY LINES

by genevieve towsley

Part I

Before Naper settlement was established on the west branch of the DuPage river by the Naper brothers, Joseph and John, there was already a community of settlers on the river's east branch.

The Stephen Scotts preceded all others, being in 1830, the first white settlers in the wilderness of this section of northern Illinois. Their claim was at the confluence of the east and west branches of the DuPage. Soon they were joined by the Hawleys, Biwetts, Blodgetts, Strongs, Boardmans, Wescotts, and others.

Although both the east branch and Naper settlements continued to grow, they were never rivals. The pioneers of the east branch were primarily farmers, who established no enduring business enterprises in their community. Naperville became their center of trade and of other interests. Therefore, although their impact upon the early development of Naperville was considerable, their lands were unfortunately included in Will county when final boundaries of Will and DuPage counties were established in 1839. Hence, little has been written of them in DuPage histories, and aside from the Scotts and Blodgetts, I have not previously documented their contributions.

Three of the east branch families were linked by marriage into one. They were the Harry Boardmans, the Seth Wescotts, and the Robert Freemans. The story of this "pioneer triumvirate" was written more than a score of years ago by Mabel Garretts, a descendant of all three families. Mrs. Garretts died 15 years ago, but a copy of her detailed account was on file at the Martis-Mitchell museum and made available to me. From this

and from histories of Will and of DuPage counties I compiled the story of these three pioneers.

At the beginning of her story Mrs. Garretts identified herself as "the great-great-granddaughter of Captain Harry Boardman, and the great-granddaughter of Seth Wescott Sr., and of Robert Freeman." She also stated that she was the owner of "part of the Freeman land, including the homestead begun in 1846, and part of the Boardman land, including the cemetery whose monuments reveal a cross section of the early settlers along the East DuPage river, just west of Barber's Corners."

The three families were linked not only by marriage but by the proximity of their land. The Boardman and Freeman lands joined on the north side of the river, and the Wescott land ran parallel to both on the south side. They all arrived in DuPage county in the earliest decade of the settlement (1831-1843), and they spent the period from the date of settlement to the middle '70s on their homesteads.

The Boardman family was the first to arrive. Harry Boardman, in all of my sources, is called "Captain Boardman." While no explanation of the origin of the title is given, I presume it comes from the fact he was put in command of a company of volunteer soldiers who organized to protect the settlements in the Black Hawk war of 1832.

He was born in Vermont in 1794, but lived in Chautauque county, New York, for a time before sailing in a schooner around the Great Lakes to the "obscure port of Chicago." Arriving with him on July 31, 1831, were his wife Lavira, 13-year-old son, Horace, and two daughters — Adaline, 10, and Selma, 5.

As a Vermont man, he preferred timberland, acquiring the parcels that lay west of the DuPage as being only fit for pasture. He chose land along the north side of the river, on what is now Royce road.

His great-great-granddaughter characterized him as a generous pioneer and a shrewd Vermonters with typical Yankee humor. Family tradition says he came west with \$10,000 and a piece of silk holding cloth. In 1832 he opened his home to the family of Deacon Samuel Goodrich, until Goodrich could settle a disputed land claim and build a cabin. "This sort of hospitality was not uncommon among the East Branch settlers, for the Scotts had given the Hobsons a roof while their cabin was being built, and the Blodgetts and Royces shared the same cabin in the winter of 1835-36."

Blanchard's "History of DuPage County" records of Boardman, "His history is inseparable from that of both Will and DuPage counties, since his land, originally in DuPage, later became the northern border of Will County." His leadership in the Black Hawk war is recorded in the histories of both counties. He accompanied Captain Joe Naper to Ottawa when he went to ask General Atkinson for assistance in the building of Fort Payne. In August 1832, he was elected a county clerk (Cook) commissioner in an election where he and Naper served as judges. In October of that year he served as judge at another election in Naper settlement.

In 1834 he invested \$2,000 in Bailey Hobson's project of establishing a grist mill on the bank of the West DuPage.

Will county was carved out of Cook county earlier than was DuPage. In 1836 Captain Boardman was a judge of the first election held in "DuPage precinct" of the newly organized Will county. In that year he was also on the panel of the grand jury of the first Circuit Court of Will county. In 1835, at age 41, he was elected a Will county commissioner.

Probably his most public spirited act was to set aside almost two acres of his claim as a community burial plot. This he did in 1832, before there had been any deaths in the East Branch settlement. The cemetery today stands as his greatest monument. In a field north of Royce road, it was long neglected until the Bolingbrook Historical Society made a project of restoring it and enclosing it in a secure fence. Buried there are many of the pioneers of the region.

The tombstones on the Boardman plot reveal the trials that faced the early settlers. On Jan. 8, 1833, the Boardmans buried their son Charles, age one year, six months. This baby must have been born in July 1831, the month the Boardmans arrived in the settlement after their month-long trip through the Great Lakes!

Another young child, a daughter, died Dec. 22, 1833, at the age of two years and one month. The Boardman cemetery and other pioneer burial places give testimony to the high death rate of children on the frontier.



Captain Boardman lived to the age of 83, and before he was buried in 1877, the family cemetery contained the bodies of numerous—and fairly young—members of the little community.

THE NAPERVILLE SUN

Section 3

Wednesday, September 12, 1979

man was a judge of the first election held in "DuPage precinct" of the newly organized Will county. In that year he was also on the panel of the grand jury of the first Circuit Court of Will county. In 1835, at age 41, he was elected a Will county commissioner.

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The Boardmans' daughter Selma, at age 16, married Amos Paxton. She died at age 26, after bearing five children. Her older

sister, Adaline, also died in young womanhood. She had married Robert Freeman, one of the "pioneer triumvirate," and, like her sister, was the mother of five children. She died at age 38.

Mrs. Boardman died in 1847, preceding her husband in death by 20 years. The second Mrs. Boardman was a widow, Mrs. Abby White. She had one son, who lived with his step-father and mother for seven years, until at age 18 he left to seek his fortune in Chicago. He eventually settled in the DuPage valley, and like his step-father pursued farming and stock raising.

The Will county history relates an incident that shows the captain's shrewdness and his interest in agriculture. "The first reaper used in Will county was bought by Boardman and operated on his farm in 1846. It was a McCormick reaper. Boardman had known McCormick in New York, before moving to Illinois; and meeting him in Chicago one day, McCormick proposed to sell him a reaper. Boardman had a large crop of wheat, and said to McCormick, 'Suppose I buy one of your machines and it would not work, I would lose a large part of my wheat crop. Whereupon McCormick proposed to enter into a bond, agreeing to pay the damage if it did not do what he claimed for it. Said Boardman, 'I don't know that your bond is any better than your word.' But he bought the machine on those conditions, and McCormick gave a

com. guaranteeing it." The reaper performed as guaranteed, and that season, two of Boardman's neighbors bought reapers.

In partnership with his son-in-law, Freeman, who had the farm adjoining his on the east, he imported a white Shorthorn bull from the East, in order to build up the quality of their herds.

He died May 30, 1877, at the advanced age of 83. His son Horace, after ventures in Michigan and Wisconsin, returned to the family homestead 10 years before his father's death, and continued to operate it on the scale that the captain had established. He was married three times and had 11 children.

To determine whether any Boardmans continue to live in the vicinity, I made a series of telephone calls. There may be several descendants of his daughters or granddaughters who would not today bear the Boardman name but who might well have married and remained in the area. The only one I located was a great-granddaughter of Captain Harry Boardman and a granddaughter of Horace. She is Helen Boardman Thomas of Plainfield, daughter of the late George E. Boardman, but it was unable to communicate with her by phone.

Like the Scotts, Napers, and the George Martins, the Boardmans have no descendants residing in our community today to carry on the family name or traditions. That they were among our earliest settlers, and also made noteworthy contributions to the development of two counties, is fortunately recorded in both Will and DuPage histories.

The stories of Seth Wescott and Robert Freeman will be told in Part II of this feature.

One of Harry Boardman's most public spirited acts was to set aside two acres of his claim as a community burial plot. The cemetery, established in 1832, was needed in 1833 when the Boardmans buried their 18-month-old son, Charles.

Pioneer triumvirate on east branch of DuPage

SKY LINES by genevieve towsley

PART II

Tracing the movements of our early settlers is like unraveling a mystery story. One must look for clues in family records, on tombstones, and in the early history books to establish their arrival dates on our frontier. Not always do these dates coincide.

According to the Will County History, Seth Wescott arrived in 1822 in what is now the DuPage township of Will county, and joined the East DuPage settlement. However, his great-granddaughter, Mabel Garrette, placed him in Illinois much earlier. Her account states:

"He came to the DuPage country from New York, but was originally from Vermont, as were most of the settlers there. My grandfather, Seth Jr. told me that the family called him 'Indian Wescott,' and that he came west for the first time around 1826. Since he did not like the marshy country around Fort Dearborn, he returned east, but was in Illinois again by 1831. In the winter of 1831, so my grandfather says, he cut timber for Bailey Hobson's saw mill and occupied a cabin near the Hobson cabin."

That he lived first in a cabin near that of the Hobsons is substantiated by an account in the Richmond and Valatie 1837 History of DuPage. In making preparations for his family to take refuge from an Indian band that had committed a massacre 15 miles down the DuPage, Hobson left his family in the woods and then "went to a cabin near... by, which had been but recently occupied by the family of Seth Wescott..." Mr. Wescott made immediate preparation to join the settlers (organizing to defend their settlements).

Blanchard's History of DuPage County names Wescott among the mounted volunteers in the Black Hawk war, and also as the clerk of the first election

held in what later became DuPage county on Aug. 6, 1832.

In her family account, Mrs. Garrette made only one brief reference to her great-grandmother, Mrs. Wescott. "His first wife was Mary Jane Chapman, who, at 50 years of age, was buried in the Boardman cemetery Jan. 12, 1852."

It is unlikely that the Wescotts were married before Seth's first trip to Illinois, but one may conclude from an 1835 event chronicled by Mrs. Garrette, that Mary Jane was indeed with Wescott on the trip westward in 1831.

Mrs. Garrette wrote, "The first Seth Jr. died at the age of four and was buried under a tree in the yard for fear of theft by Indians. My grandfather, the second Seth Jr., vouched for this fact. A stone marked 1835 was placed in the Boardman cemetery, but the body was never removed."

Death at age four in 1835 places the birth of the Wescotts' first child in 1831, the year they made the trek from New York. Four babies were born during the first year that their parents arrived in "DuPage country"—the Pierce Hawthorns, Willard Scotts, Harry Boardman, and the Wescotts.

The Wescotts moved to their claim of 320 bordered acres on the south side of the DuPage by 1835, and were granted a patent 86/100 of an acre or a school site. It became known as Barber's Corner's school, since another early settler, John Barber, had a claim at the intersection which became Barber's Corners. The school is still standing, but now has been converted into a home.

The Wescotts had seven children—the first Seth Jr., who died, then five daughters, and finally a son, also named Seth. The senior Wescott's will men-

tions a second wife, Abigail, but there were no descendants, and there is no record of her demise. He died in 1874, in his 70th year.

Robert Freeman, the third member of the "Pioneer Triumvirate," truly links the three early settlers of the East DuPage settlement. He married Harry Boardman's daughter Adaline, and following her death—and that of his second wife, Cynthia Dewey—he married Seth Wescott's daughter Frances. A second linkage with the Wescott family occurred when his daughter, Emma, married Seth's son, Seth Jr.

Freeman was the most enterprising. In 1833 he came to Chicago and there he pursued his trade of carpentry for 10 years. He was unmarried, eager to get ahead financially, and joined the young community's first fire department. He began in 1836 to invest his earnings in land. This would be a practice he successfully followed throughout his life.

He sold a lot to the Presbyterian church when that early congregation of which he was a member, wanted a site to build a house of worship in 1847. Two years later, he gave the congregation a quit claim deed to the property. The Rev. Jeremiah Porter, the pastor, was interested in DuPage, since he had organized the first church in this area in 1832. Perhaps he was instrumental in introducing Freeman to the East DuPage settlers. At any rate, there Freeman found a wife, and in 1841, he and Adaline Boardman were married and began housekeeping in Chicago.

The Freemans named their first son, Seth. Boardman Freeman, after Adaline's father. Young Harry was killed in the battle of Vicksburg in 1863. In



Seth Wescott and his wife, Mary Jane, who were among the first settlers in the area south of Naperville, are both buried in the cemetery for which Harry Boardman donated the land.

1843, when Adaline's health became threatened by the raw, damp air of Lake Michigan, the Freemans moved to the 48 acres Freeman had purchased adjoining Adaline's parents' claim.

They built a comfortable home, and Freeman began his long career of farming, adding more land to his holdings at every opportunity. While continuing to invest in property in Chicago, he even had an interest in a land development on Mackinac Island and one in Florida.

Adaline died in 1859, leaving four children. Two years later, Freeman married Cynthia Dewey. He rebuilt and enlarged the original farmhouse the following year. Now 117 years old, the house is still a dignified, spacious home as it stands on the north side of Royce road.

What stories the old home might tell, if it could talk! One would surely be told how its two front rooms were used as granaries during the Civil war, when Freeman stored wheat there, anticipating a sharp rise in prices.

Two children were born to the second marriage, which was all too brief, for Cynthia died in 1866.

Freeman took as his third wife—Frances, the youngest daughter of his neighbor, the senior Wescott. It was a "May and December marriage," since she was 30 and he, 61. Mrs. Garrette told an amusing anecdote related to this marriage.

"According to family gossip, he had gone to the Wescott farm to see the new baby, and had remarked facetiously, 'She's a beautiful baby. When she grows up, I shall marry her.' He made this prophetic statement the year before he married Adaline. There was one daughter in the third marriage.

With his wife, Frances, Freeman enjoyed the life of a country squire in his spacious Royce road home. His daughter, Emma, married to his brother-in-law, Seth Wescott Jr., lived nearby. The Will County Atlas, in 1870, included a picture of the Freemans' "Valley Farm," with a caption stating "700 acres, home of Robert Freeman, capitalist and stock breeder."

The Freemans' move to Naperville in 1876 is chronicled in the Will County History.

"After farming until 1876, he moved to Naperville, when he built his present, elegant brick residence." The reference was to the mansion which stood for more than 60 years on the northeast corner of Chicago avenue and Brainerd street. (Eventually purchased by North Central College, it was converted into a women's dormitory, Seager Hall, new stands on the site.) Surrounded by his family, he lived an affluent life, entertaining the celebrities he had met through the years, and sharing his wealth with family members. He died in the home at age 79 in 1886—the last of the "pioneer triumvirate."

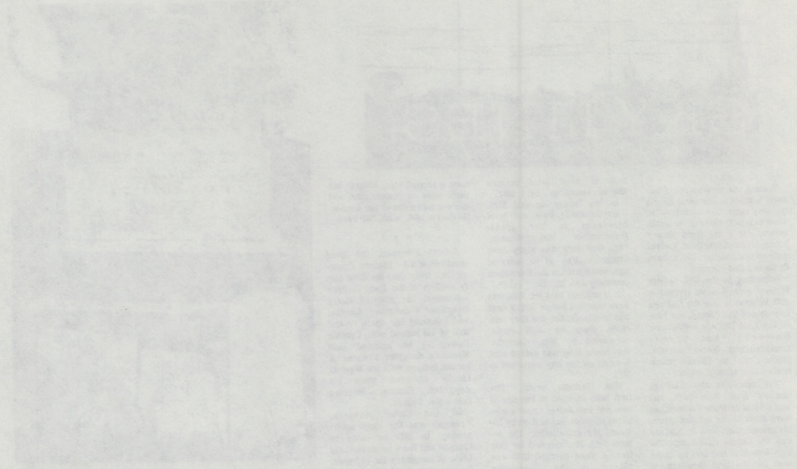
The Freeman and Boardman homesteads remained the property of family members until after the death of Mrs. Garrette. Her heirs—a brother, two sisters, and two nephews—sold the 38-acre site to one of the partnerships of the Fry Brothers in 1971. Currently, the landmark home of the Freemans is occupied by Steve Carr, son of Robert Carr, who was a partner in the land purchase.

The Boardman cemetery, under the guidance of the Bolingbrook Heritage society and the DuPage township office, is sure to be preserved. John Fry, land developer, is hopeful that some public agency or an institution will be found to restore the old 133-acre old Freeman farmhouse.



The Freeman house on Royce road remained the property of family members until 1971, when it was sold by the heirs. It is presently occupied by Steve Carr.

Money, interest on east branch of DuPage



The east branch of the DuPage River, which flows through the town of DuPage, is a popular spot for fishing and recreation. The river is known for its scenic views and the variety of fish that can be caught there.

The town of DuPage is located in the northwest corner of Cook County, Illinois. It is a large, diverse community with a rich history and a strong sense of community.

The east branch of the DuPage River is a vital part of the town's identity. It provides a natural habitat for many species of fish and birds, and it is a popular destination for outdoor enthusiasts.

The town of DuPage is committed to preserving the natural beauty of the east branch of the DuPage River. It has implemented a variety of measures to protect the river and its surroundings.

The east branch of the DuPage River is a treasure that the town of DuPage is proud to have. It is a place where nature and community come together, and it is a source of pride for all who live in DuPage.

The town of DuPage is dedicated to ensuring that the east branch of the DuPage River remains a beautiful and healthy place for generations to come.

The east branch of the DuPage River is a place where the past meets the future, and it is a place where the town of DuPage is proud to call home.

The town of DuPage is committed to the future of the east branch of the DuPage River, and it is committed to the future of the town of DuPage.

The east branch of the DuPage River is a place where the town of DuPage is proud to live, and it is a place where the town of DuPage is proud to grow.

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LEGEND

1. Ralph Stowell's first Tavern and Post Office.
2. Long John Wentworth's Post Office.
3. Harry Boardman's Farm.
4. Boardman Cemetery.
5. Josiah Giddings School (School District I)
First Church Meeting Place.
6. Du Page Church, First Presbyterian Church.
7. George Dixon Farm.
8. Franklin Barber Dairy Farm.
9. Chapman's School.
10. Barber's Corner School House.
11. Hickory School House.
12. Old School House (Untitled.)
13. General Store, Clover General Store.
14. Bolingbrook's First Town Hall.
15. Rocklynn Court, West Bury, First Subdivision.
16. North View School.
17. Glovers Corners
18. Hill Crest Cemetery.
19. Cache Island.
20. Indian Rendezvous.
21. Santa Fe Quarry.
22. Old Grain Elevator.
23. Chickie's Tavern, Romeo.
24. Romeo Beach.
25. First Romeoville School. (Still Stands.)
26. Gleaners Hall, (Naperville Rd. and Route 53.)

1. The first part of the report deals with the general situation of the country and the progress of the work during the year.

2. The second part contains a detailed account of the work done in the various departments of the institution.

3. The third part gives a summary of the results of the work and a comparison with the work of the previous year.

4. The fourth part contains a list of the names of the persons who have been employed during the year.

5. The fifth part contains a list of the names of the persons who have been employed during the year.

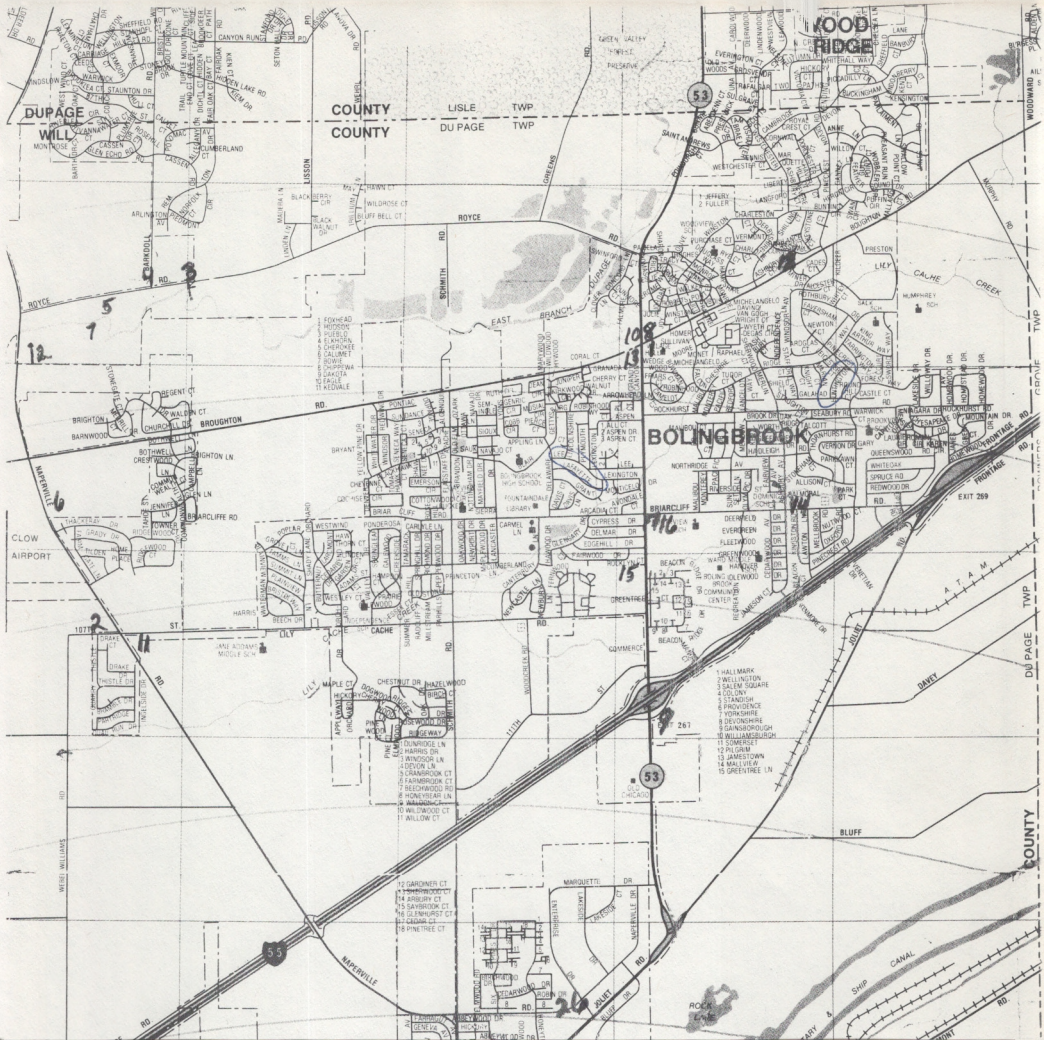
6. The sixth part contains a list of the names of the persons who have been employed during the year.

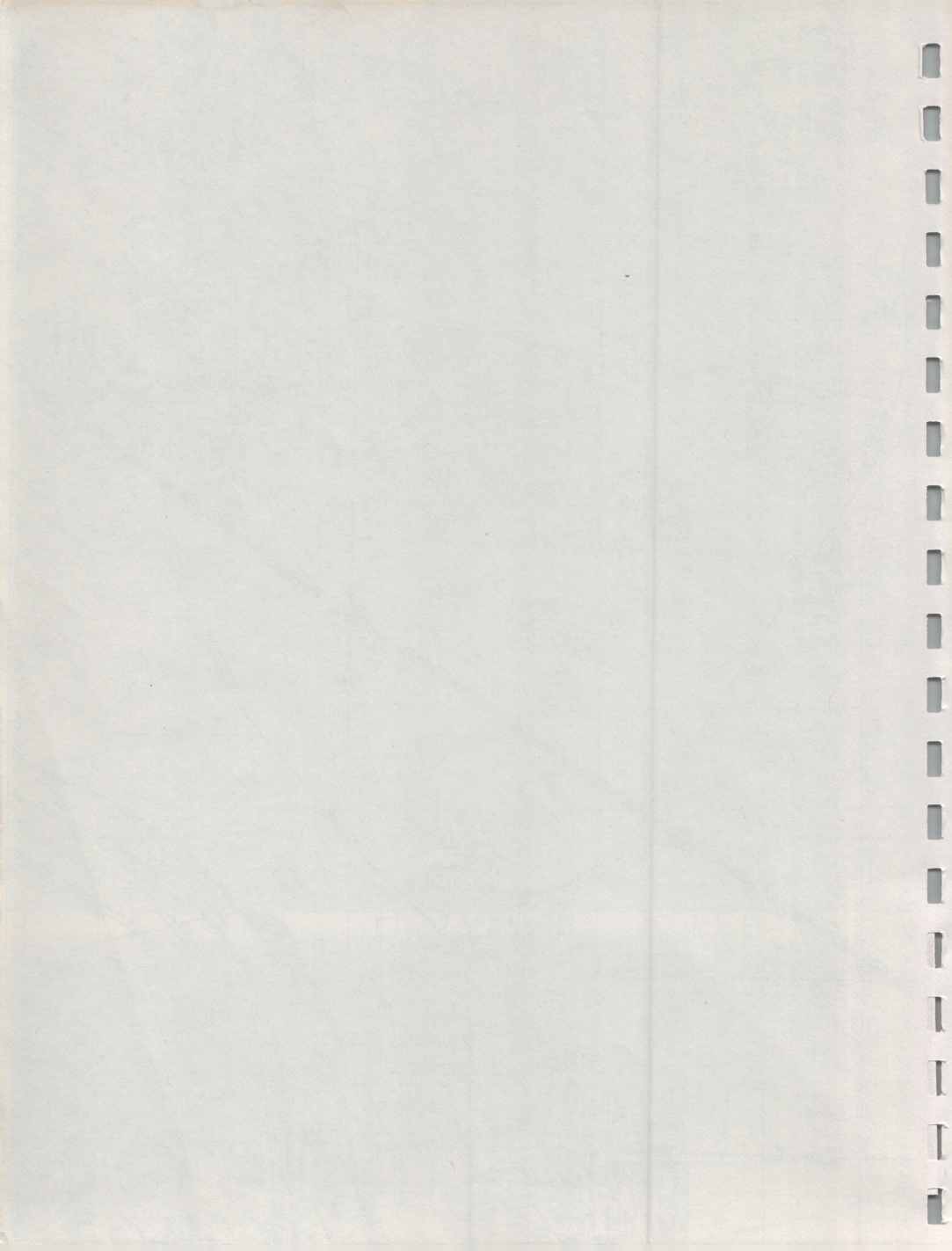
7. The seventh part contains a list of the names of the persons who have been employed during the year.

8. The eighth part contains a list of the names of the persons who have been employed during the year.

9. The ninth part contains a list of the names of the persons who have been employed during the year.

10. The tenth part contains a list of the names of the persons who have been employed during the year.





THE BOARDMAN CEMETERY

When Captain Harry Boardman set aside a couple of acres of his land as a community burial ground in 1832 no deaths had yet occurred in this newly established area south of Naper **Settlement**. He could not have known that within three years two small children on his own would lie there---Charles, one year six monthes, in 1833, and a two year old daughter in 1835.

Boardman himself was laid to rest in 1877 at the age of 83.

Boardman Cemetery, sometimes called the Old Du Page Township Cemetery, is set back off the farmlands on Royce Road. The county records in Joliet, claim the land was deeded to the county in 1847. In 1973, James Bingle arranged for the county to turn the land over to the Du Page Township. The Township has since put up a fence around the site to discourage vandalism.

The Cemetery was found by chance by Lois Michael. She was walking through the clump of trees on a Moraine in a Royce Road bean field, when she found the Cemetery in a jungle-like thicket.

BOARDMAN CENETERY

CHRONOLOGICAL LIST OF KNOWN BURIALS (1977)

11/20/1832	Elizabeth Cleavland	55	12/22/1871	Nina L. Strong	27
1/ 9/1833	Clarke Boardman	1	1/ 2/1873	Julia F. Freeman	80
7/16/1837	Willie Strong	9 mo.	3/ 6/1873	Charles C. Paxson	26
9/29/1840	Eunice C. Strong	39	3/ 6/1873	Albert Phelps	26
12/22/1840	Elizabeth Hawken	56	3/25/1873	Mary F. White	37
3/ 4/1842	John Daniels	33	5/22/1873	Louisa Whallon	63
2/ 9/1843	Caroline C. Strong	2½	6/15/1873	Samuel Whallon	94
12/28/1843	Lydia Harrison		7/16/1873	James N. George	
1/23/1845	Alf. Willey		8/11/1873	Sidney K. Buel	50
4/26/1845	Charley A. Strong	3½ mo.	2/26/1874	Seth Wescott	70
9/10/1845	Sabra A. Freeman	17 mo.	5/ 2/1874	Emma Barber	79
12/28/1845	Lydia Goodrich	40	3/12/1875	Henry Ingalls	75
12/28/1845	Sarah L. Goodrich	10 mo.	4/25/1875	Polly Royce	90
4/ 1/1846	Laura A. Boardman	26	1/ 1/1876	Sabra I. Paxson	24
2/ 7/1847	Lavina C. Boardman	46	12/18/1876	Jennie F. Ayers	26
10/ 8/1847	Jonathane Ingols	14	12/19/1876	John Barber	80
5/ 3/1848	Samuel S. Dewey	19	5/13/1877	Marie C. Ayers	6
7/ 9/1848	Olive B. Clark	54	5/30/1877	Harry Boardman	83
3/12/1849	Ruth D. Barber	19			
11/ 1/1849	Francis Towner	39	6/ 8/1880	Walker B. Boardman	23
			10/24/1880	Chauncey Royce	
2/ 5/1850	Sally Whallon	61	2/19/1881	Horace Boardman	61
2/29/1852	Amanda Boardman	7	2/26/1883	Sarah S. Royce	29
2/29/1852	Laura Boardman	7	12/29/1885	Robert Strong	79
10/ 8/1852	Sabra L. Paxson	26			
4/ 6/1853	Persifor F. Smith	4	1/26/1892	Caroline W. Strong	81
8/ 9/1853	John S. Raymond	43	6/13/1896	Lottie Royce	29
1/30/1854	Lois Ingalls	51			
5/ 1/1854	Sarah C. Lott	20	6/14/1902	Abner Royce Sr.	76
9/30/1854	Thomas Standish	56	/ /1905	Elisha Royce	48
12/13/1854	Olive Strong	20	3/19/1909	Charlotte Royce	79
2/11/1855	Malina Ballou	16			
9/15/1855	Zapporah Williams	81	7/ 6/1925	Abner Royce Jr.	63
10/12/1856	?	3	9/18/1926	Truman Putnam Royce	
1/12/1857	Mary Jane Wescott	50	/ /1927	Eliza Royce	73
9/ 2/1857	Hattie Strong	5			
9/ 8/1858	Chauncey C. Lewis	25			
9/10/1859	Adaline Freeman	38			
1/26/1861	Lemuel Farmer	65			
3/ 6/1861	Martha M. Brown	2			
3/ 5/1862	Robert Brown	16			
5/ 2/1862	Emily Boardman	45			
2/15/1863	Andrew E. Ingals	21			
5/23/1863	Emma Strong	14			
9/16/1863	Catharine M. Ballou	20			
10/11/1863	Roxcy Farmer	63			
12/ 8/1863	Caroline B. Smith	43			
12/14/1863	Jonathan Royce	83			
2/ 8/1865	Louisa M. Freeman	30			
10/24/1865	Glenn E. Ma---				
3/14/1866	Cynthia J. Freeman	28			
6/21/1867	Cornelia White				
9/ 6/1867	Rubie Smith	6 mo.			
2/22/1868	(infant) Ingalls				
3/ 5/1868	Amelia Ingalls	27			
1/ 2/1869	Reuben W. Smith	52			

Editorial Page

HOT LINE

A. Politico

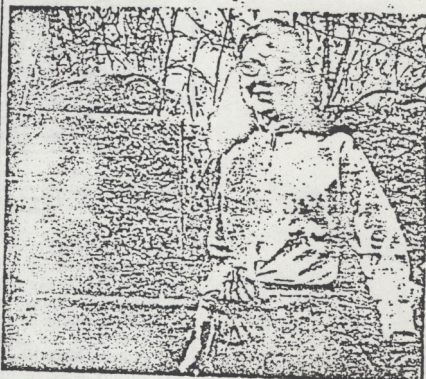
A 16-year old girl's curiosity may result in saving one of our area's historical landmarks. North of Royce Road about one mile west of Rte. 53 is an old cemetery, unfortunately very much vandalized by both humans and animals. Lois Michel, daughter of Mr. and Mrs. Burton Michel who live in the area, became interested in the old cemetery, which is located in the middle of a field well off of any road. She contacted DuPage Township Assessor James Bingle, who also lives in the vicinity and asked what he knew about

Bingle responded that his records did not list the cemetery parcel but promised to ask others who might have further information. Unfortunately no one did. There matters stood for almost two years until in the process of checking ownership of a nearby parcel the Will County Recorder's office, Bingle noted a reference to an 1846 deed for a burying ground. Searching through the ancient records in Recorder Ken George's files uncovered the original deed which was exactly what was needed to establish ownership.

It seems that in 1846, Robert Strong, Samuel Whallon and Isaac Scarrett purchased the land from Harry Boardman for a cemetery and had it deeded to the county of Will. Apparently, it was quite an active cemetery until the turn of the century, but has not been much used for the past 60 odd years. Will County officials were not aware of their ownership of the 1-acre piece of ground until the recent discovery of the deed. At the Will County Board meeting held today, Feb. 23, Chairman Roy Hassert will ask that the county deed the property to DuPage Township so that it can be cleaned up and properly cared for. Many oldtime residents whose names (Royce, Boardman, Goodrich, Whallon, etc.) were once prominent in the history of Will County but today are scarcely remembered are buried on this tract of land. The Will County Historical Society has been informed and has expressed interest in restoring the burying ground, but it is to Lois Michel that credit must be given for salvaging a small piece of our historical legacy. No one else cared until she kept insisting that someone had to own that cemetery.

HOT LINE

A. Politico



Lois Michel, discoverer of the abandoned Royce Road Cemetery, is shown with tombstones of Harry Boardman, pioneer DuPage Township resident who was responsible for establishing the cemetery.

Back on Feb. 23, we discussed the abandoned cemetery on Royce Road which was brought to public attention by Lois Michel, 17, who lives in the area and became curious about its ownership. Research brought out that the burying ground was deeded to Will County in 1846. Since Will County is no longer in the cemetery business, they did not even realize that they still owned the 1-acre plot of ground.

This past Friday, April 28, as one of the last acts of the expiring Will County Board of Supervisors, the following resolution was passed:

RESOLUTION - Whereas, there has recently been located in DuPage Township a one-acre cemetery, and Whereas, this historical cemetery is in a sad state of disrepair, and

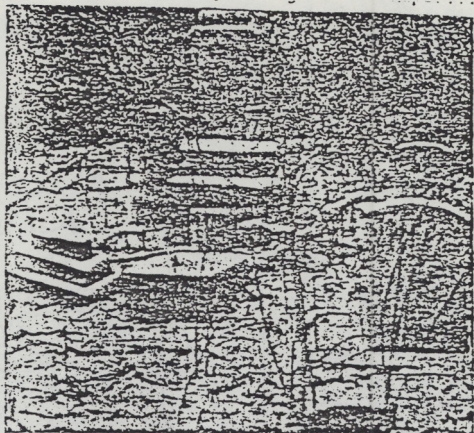
Whereas, the Statutes provide that the Townships may receive cemetery land and raise funds for the care and maintenance of the historical cemetery, and

Whereas, the Will County Historical Society has agreed to work with the DuPage Township in the preservation of this historical area, --

Now, therefore, be it resolved that the County deed to DuPage Township this one acre cemetery plot, and

Be it further resolved that the Chairman of the Board execute the contract after the same has been approved by the State's Attorney of Will County.

DuPage township, at the annual meeting on April 11th, had voted to accept the cemetery and take the responsibility for cleaning and maintaining it.



The Boardman Cemetery

When Captain Harry Boardman set aside a couple acres of his land as a community burial ground in 1832 no deaths had yet occurred in this newly settled area south of Napier Settlement. He could not have known that within three years two small children of his own would lie there—Charles, 1 year 6 months, in 1833, and a two year old daughter in 1835.

Boardman himself was laid to rest in 1877 at the age of 83.

A stormy passage aboard a schooner brought Captain Harry Boardman and his family around the lakes from Chatauqua County, New York, to Chicago in 1831. A native Vermonter, he sought but the timber studded banks of the East DuPage River to stake his claim.

Family tradition maintains that he arrived with \$10,000 in gold and a piece of silk bolting.

With typical pioneer neighborliness, the Boardmans opened their home to Deacon Goodrich in 1832 until Goodrich could settle a disputed land claim and build a cabin.

When the Black Hawk war threatened his neighborhood Boardman with Captain Joseph Napier applied to General Atkinson in Joliet for help in building Fort Payne.

In 1835 he went into business with Bailey Hobson—investing \$2,000 in Hobson's grist mill. The only mill of its kind around, it drew so many travelers that Hobson built the famous tavern, now the Walter Fredenhagen home, to accommodate them.

One day on the streets of Chicago Boardman met an old New York acquaintance, Cyrus McCormick, who interested him in a new invention—the reaper. Concerned lest the reaper should ruin rather than reap his crops, Boardman was reassured in the form of abond that McCormick would pay for any crop loss.

So Captain Harry and two of his neighbors bought reapers—the first used in DuPage County.

Always interested in community affairs, Captain Boardman served as election judge and county commissioner for many years.

None of Boardman's children approached his longevity. His oldest son Horace came close—61. His daughters Adaline and Sabra died at ages 38 and 26, Sabra after giving birth to five children in her 26 years. All lie in the burial ground nearly five miles south of Naperville off Royce road.

A great great granddaughter of Captain Boardman, and a great granddaughter of Adaline Boardman and Robert Freeman, Mrs. Ralph Garrette, now resides in Naperville. Mrs. Garrette has compiled extensive family records of the Boardmans, the Freemans, and the Wescots—all inter-related families who settled in the area south of Naperville.

TOMBSTONE VERSES

"We cherish her memory"

-Mary F. White (1873)

"The righteous hath hope in his death"

-Eunice C. Strong (1840)

"Rejoice for a mother deceased,
Our loss is her infinite gain.
A soul out of prison released,
And freed from its bodily chain."

-Elizabeth Hawken (1840)

"Rejoice for a brother deceased,
Our loss is his infinite gain.
A soul out of prison released,
And freed from its bodily chain."

-John Daniels (1842)

"In sure and steadfast hope to rise."

-Olive B. Clark (1848)

"Rest loved one."

-Adaline Freeman (1859)

"Rest also loved one."

-Cynthia J. Freeman (1866)

"Two bright blissful years,
With a soul undefiled.
Through this desert of tears,
Walked our innocent child."

-Martha M. Brown (1861)

"Fond hope of earthly bliss
How vain."

-Robert Brown (1862)

"Tis sweet to die."

-Catharine M. Ballou (1863)

"In defense of his country at Gallatin, Tennessee."

-Andrew E. Ingalls (1863)

"A little flower of love,
That blossomed but to die,
Transplanted now above,
To bloom with God on high."

-infant of I. E. & A. Ingalls (1868)

"Howard sleeps beside his father."

-son of J. N. George (1873)

"Prov. XXXI 28,29."

-Julia F. Freeman (1873)

"Far from her native hills
No father or mother near.
A western grave she fills
Wet by strangers tears.
Forever here let her rest
Plant willows by her tomb
She's gone among the best
(last line missing)-----"
-?

OUR NEIGHBOR TO THE SOUTH

A Brief History of Romeoville courtesy of James Sczepaniak

The village of Romeoville is located on the Des Plaines River in the southeastern corner of DuPage Township and the northeastern corner of Lockport Township in the northwestern part of Will County. In general, Romeoville is thirty miles southwest of Chicago and ten miles north of Joliet.

The first non-Indian men to travel through the Romeoville area were probably the French geographer Louis Jolliet and the Jesuit missionary Father Jacques Marquette who explored the region in 1673. Large numbers of non-Indian people, however, did not arrive in the area until the late 1820's as access to the Great Lakes Plains became easier due to the opening of the Erie Canal in New York.

To facilitate greater non-Indian settlement, plans for the construction of the Illinois and Michigan Canal, which would connect Lake Michigan and the Illinois River, were formulated and local Potawatomi Indian lands were acquired by the government before 1833.

By state law, the canal's board of commissioners were empowered to fix the route of the canal and to lay out the land on each side of the canal in tracts and town lots and sell them at public sale. One town planned by the commissioners was "Romeo". It was named in honor of the Shakespearean hero and planned as a romantic twin city and rival for nearby Juliet.

With visions of commercial prosperity from the projected canal and the eventual railroads, real estate developers came to Romeo. Some lots were sold, especially in the area known as "Rairdon's Subdivision", and a post office was established at what became known as the Alton Railroad station from October 29, 1833 to February 27, 1834 with John Blackstone as postmaster.

The depression of 1837 greatly hurt canal land sales and most of Romeo's inhabitants were the transient canal construction workers, a majority of them being immigrants from Ireland. The hard work of digging the canal along with the abundance of cheap whisky from the numerous saloons along the construction route, resulted in many street fights and saloon brawls. In one incident, on July 4, 1838, Fenner Aldrich, the Sheriff of Will County, had to use a company of armed volunteers to restore order among the riotist workers in Romeo.

In 1845, the city of Juliet's name was changed to Joliet to honor the famous explorer, Louis Jolliet. Romeo acknowledged the busted romance by becoming "Romeoville".

Although Romeoville was economically dependent in the main on nearby agriculture and dairy farms, the village did prosper from its adjacent stone quarries. This bustling industry supplied the basic materials for early road construction and buildings in such quantities that, even before Joliet, Romeoville acquired the distinction of being called the "Stone City". In its heyday, two trainloads of limestone were shipped throughout the Midwest each morning on the Chicago, Rock Island and Pacific Railroad. Loads were also carried in great quantities on the Chicago and Alton Railroad. One of the most famous buildings constructed with Romeoville limestone is the Illinois State Capitol Building in Springfield. The coming of concrete as a building material, however, spelled the decline of quarrying and Romeoville's importance was greatly diminished.

50.

From 1892 to 1900, more digging occurred in Romeoville as the Chicago Drainage Canal was constructed in the area between the Des Plaines River and the Illinois and Michigan Canal. In connection with this project, a post office was re-established in the village from December 5, 1892 to August 30, 1902.

On January 19, 1895, residents of Romeoville voted 42 to 20 for incorporation at John Miller's Barber Shop and on January 21, Romeoville was officially proclaimed as a village. A month later, on February 16, Louis Hamann was elected the first President of the Romeoville Board of Trustees.

In 1916, Romeoville again became important when it became the distribution point for pulverized limestone for three counties as farmers purchased the stone to combat alkali spots on their lands.

On April 11, 1918, the entire village was threatened by fire as Peter Startz's saloon, residence, ice house, garage and barns valued at \$20,000 were burned. Richard Farrell's grocery store and dwelling were also destroyed before the fire was checked.

In 1922, Gleaners Hall on Naperville Road at Illinois 53 was built and became the center of Romeoville community life for many years. In 1963, the hall was burned down in a controlled practice by local fire departments to make way for one of the subdivisions of Hampton Park.

On November 2, 1926 the village gained attention when Romeoville-born Albert E. Markgraf was elected Sheriff of Will County.

In April of 1929, Neil Murphy defeated incumbent Anthony A. Startz for the Presidency of the Romeoville Board of Trustees and he remained in that office for forty consecutive years before retirement in 1969.

Digging again occurred in Romeoville in the early 1930's when the Chicago Drainage Canal was deepened. The canal then became known as the Chicago Sanitary and Ship Canal.

Lacking new industries, Romeoville's population gradually declined during the first half of the twentieth century. Illinois Bell Telephone Company records indicate but ten telephone subscribers in the village in 1935. Census figures show 180 residents in 1929, 170 residents in 1940, and 147 residents in 1950.

In 1957, however, Romeoville entered a new era in its history when over six hundred acres of farm land on the west bank of the Des Plaines River and on Illinois highway 53 were annexed to the village for the development of the Hampton Park subdivisions. In 1964, another section of 446 acres of the subdivisions were annexed to the village. These annexations, in addition to other small parcels of annexed land, greatly upped the population of Romeoville from 197 residents in 1957 to 3574 residents in 1960, to 6358 residents in 1963, to 12,674 residents in 1970, and to 15,336 residents in 1971.

Acquiring the distinction as the most rapidly growing village in Will County (before Bolingbrook came along), Romeoville obtained the water and disposal systems and a Civic Center for its residents from the Hampton Park builder, the Alexander Construction Company. The village's old Civic Hall, which was located in the older eastern section of the village and which was one of the oldest public meeting places in the county, burned down in the early 1960's and its site sold to the Union Oil Company, whose refinery is largely within the village's limits.

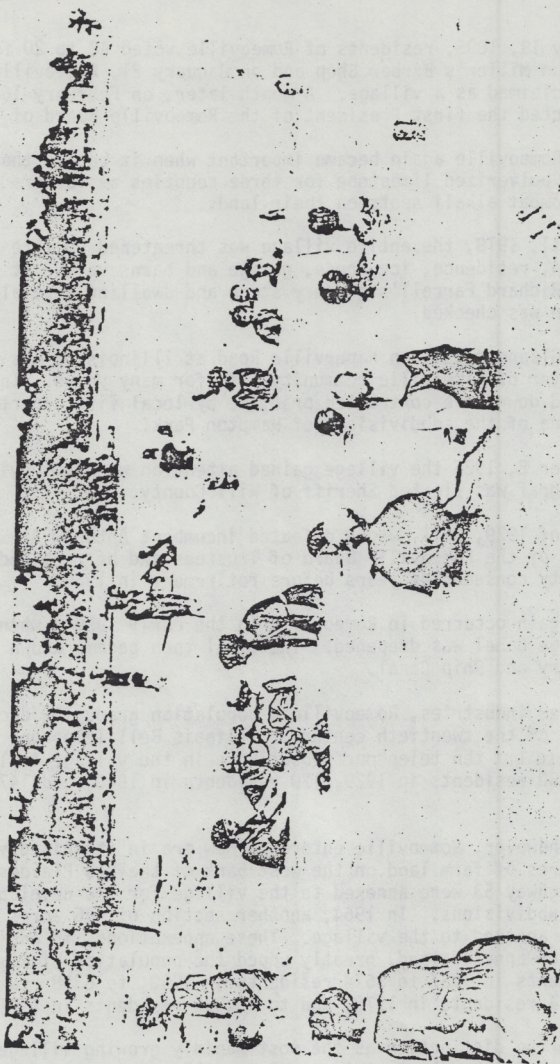


PLATE NO. 164 - ROMEIOVILLE. Bathers at Romeo Beach ca. 1910. Polka dot bathing caps were apparently the rage at this time. With so little skin exposed, these swimmers had no reason to worry about sunburn. Even the mens' two-piece swim suits had legs to the knees. For many years Romeo Beach was a popular place on hot summer days. (Courtesy of Alice Phelps Spangler.)

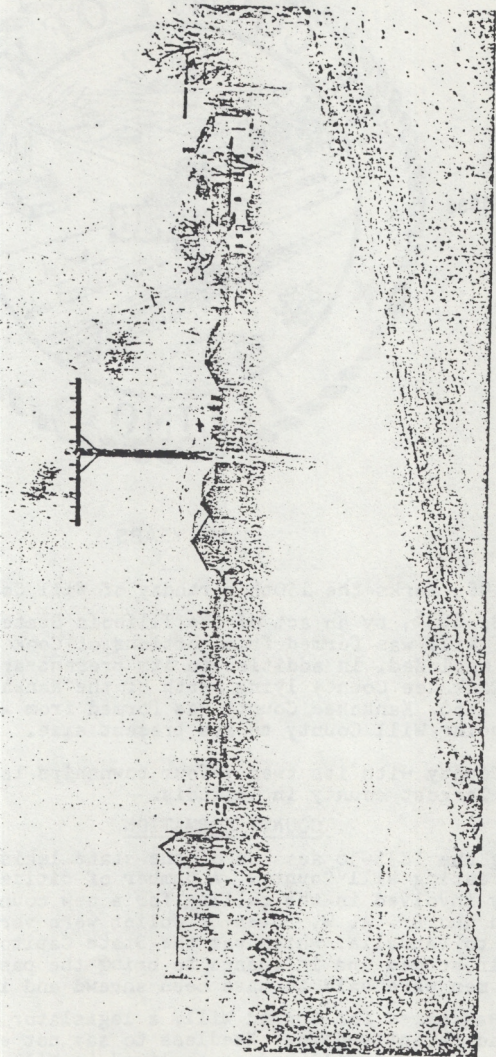


PLATE NO. 163 - ROMEIOVILLE. View of the Phelps farm on the corner of Route 53 and Naperville Road ca. 1900. The dirt road in the foreground is now a four-lane highway, and the farmland in the background is where the Village of Romeioville is located today. One glance at this idyllic pastoral scene causes one to realize how much "progress" has been made in Romeioville in recent years. (Courtesy of Alice Phelps Spangler.)

WILL COUNTY ILLINOIS



150 YEARS

January 12, 1986 marks the 150th birthday of Will County, Illinois.

On January 12, 1836, by an act of the Illinois State Legislature, the County of Will was formed from portions of Cook and Iroquois Counties and included, in addition to its present area, the part of present day Kankakee County lying north of the Kankakee River. On February 11, 1856, Kankakee County was formed from Will and Iroquois Counties, reducing Will County to its present size.

Today, Will County with its twenty-four townships is, geographically, the eleventh largest county in Illinois.

COUNTY FORMATION

It was during the 1835-36 session of the state legislature when an act was passed creating Will County. A number of citizens of the area were actively involved in the calling for a new county. James Walker of Plainfield and Dr. A. W. Bowen of Joliet were very instrumental and had gone to Vandalia, which was the State Capitol at that time, and used their acumen and influence to bring the passage of the act forth. Both men were said to have been shrewd and influential citizens.

Will County was named for Conrad Will, a legislator from Jackson County who had recently died. Needless to say not everyone was happy with the name. Conrad Will had never lived in Will County and had never so much as visited the area. His timely death appears to have been the incentive for the honor. Governor Ford commented that Dr. Will was known for his remarkably good nature and the name was accepted as a compliment to the people.

During the proceedings to prepare the act, Dr. Bowen had managed a provision to locate the county seat in Joliet, then known as Juliet, on the east side of the river. Thus, it is said the East Side had scored a second point. It has already been given the postoffice. The rivalry between the east and west sides of the community was of early beginning and long duration.

An election was ordered in March of 1836 for a sheriff, three County Commissioners, Recorder and Coroner. Of this George Woodruff, our earliest historian, tells the following: A convention was called to nominate the county officers. The convention was held in the upper room of the old Demmond Block, which had just been erected. And here the West Side made a point. This convention was called without regard to party, and was largely attended by the substantial settlers throughout the county. Of course they would make out a good ticket. They nominated Holder Sisson, Thomas Durham and James Walker, for Commissioners; Robert Stevens for sheriff; George H. Woodruff

for recorder and E. M. Daggett for coroner. The ticket met with some opposition as to the recorder and sheriff especially, but it was triumphantly elected. In those days we could make a good run, if nothing else. The principal tactic used was to keep out of sight. It is worthy of note here that at this election those living on the East Side were obliged to go to Philip Scott's on Section 23, and those living on the West Side to Plainfield, in order to vote. Robert Stevens declined to qualify as Sheriff, and in the Fall, at the first regular election, "Uncle Fenner Aldrich," who had lived at Plainfield, was chosen in time for the first Circuit Court.

We need hardly say that the Board of County Commissioners answered to our Board of Supervisors, transacting the business of the entire county. Their first meeting was held at the "Juliet Hotel," then kept by Thomas H. Blackburn, on March 14, 1836. They appointed Levi Jenks, a west sider, County Clerk and School Commissioner, and Charles Clement, Treasurer of the county. They divided the county into ten election precincts, as follows:

1. DuPage Precinct-Consisting of Town 37, in Ranges 9 and 10 (now the towns of DuPage and Wheatland). Elections to be held at the house of David K. Clark. Harry Boardman, Seth Wescott and Isaac Scarrett to be Judges of Election.
2. Plainfield Precinct-Towns 35 and 36, in Range 9 (Troy and Plainfield) Elections at house of Chester Ingersoll. Oliver Goss, W.W. Wattles and R.W. Chapman, Judges.
3. Canal Precinct-Town 36, in Ranges 10 and 11 (Lockport and Homer). Election at house of Luther C. Chamberlin. Charles Gray, Selah Lanfear and Comstock Hanford, Judges.
4. Joliet Precinct-Town 35, Range 10 (Joliet). Elections at the house of Thomas H. Blackburn. Isaac Merrill, Thomas H. Blackburn and Alonzo Castle, Judges.
5. Hickory Creek-Town 35, in Ranges 11 and 12 (New Lenox and Frankfort) Election at house of Chester Marshall. Mansfield Wheeler, Lewis Kerchival and John I. Davidson, Judges.
6. Jackson-Town 34, Ranges 9 and 10 (Channahon and Jackson). Elections at house of Jasper Willson. Henry Watkins, Seymour Treat and Joseph Shoemaker, Judges.
7. Forked Creek-Towns 32 and 33, in Ranges 9 and 10 (Reed, Wilmington, Florence, Westley and Custer). Elections at house of Robert Watkins. John Kilpatrick, Hamilton Keeney and Thomas Cox, Judges.

8. Rock Village-Towns 32, 33 and 34, in Ranges 11 and 12 (Manhattan; Greengarden, Wilson and Peotone, and two townships now in Kankakee County). Elections at house of Samuel Davis. Archer Caruthers, Samuel Davis and Hugh Carmichael, Judges.

9. Thorn Creek-Town 34, in Ranges 13 and 14 (Monee and Crete). Election at house of Minoris Beebe. Minoris Beebe, _____, Judges.

10. Kankakee-Towns 32 and 33, in Ranges 13 and 14 (Will and Washington, and two townships now in Kankakee County). Elections at house of Enoch Sergeant.

All Election Precincts also to be Magistrate Districts, and elections were ordered for Justices and Constables.

Some of these precincts were soon divided. Canal Precinct was divided the next year into Lockport and Spring Creek (now Homer), and Channahon was set off into Van Buren Precinct, and other changes soon followed. At this first session also, the county was divided into seventeen Road Districts, and Supervisors appointed, and all able-bodied men between the ages of 21 and 50 required to work five days on the roads. Trustees

of School Sections were also appointed. Viewers were also appointed to lay out the first county road from Juliet to Plainfield and on to County line. (The first road projected, and not a good road yet!)

They also ordered a writ of ad quod damnum (as the records have it), but whom it hit or what it did, we can't say; perhaps it is lying around loose yet. It was something about a cut-off from the Kankakee to the Des Plaines. Jenks made the two first words into one, but we presume it hurt just as badly. They also fixed the price of tavern charges at 25 cents a meal, 12½ cents for lodging, and 6½ cents for drinks. We regret to say that this is not now in force.

All cities have their golden age, when everything is bright and lovely, when the best men are exalted and the people rejoice. If this period of which we write was not the golden age of Will County, pray tell us what period was. Think of it! The best men in office, a good square meal for 25 cents, lodging for 12½ cents, whisky for 6½ cents, no tramps, no burglars, no gas bills or ice bills, no book or map agents, no lightning-rod peddlers, no oily-tongued interviewers to persuade you that being a representative man and an old settler you ought to have your history and portrait in a book! But, alas, those times are over and gone.

After finishing the county business, which took them four days, the County Commissioners voted themselves \$6 each, and adjourned. A dollar and a half a day was not a very big salary steal.

Let us note that at the end of the year Mr. Clement was allowed \$16.60, being 2 per cent on the money he handled. Having made his pile, he retired and gave place to Bennett Allen.

JAMES BINGLE'S RESEARCH

He began by locating Bolingbrook primarily in Du Page Township and Will County. The name Du Page originated from the French word "dual" for two, and the Indian word "page" for river.

Knowledge of the region goes back to the 1600's, and the French trappers who first came here in the 1800's.

The first school was built in 1832. It was one of Cook County's original schools, District Number One. A monument marks the site in a park between Naperville and Bolingbrook. It was known as the Josiah Giddings School.

In 1832 settlers from Will County fled to Chicago's Fort Dearborn when an Indian massacre happened near Ottawa. They soon returned because of a Small-Pox break out.

JOLIET was formed in 1834. A few years after, when the Illinois-Michigan Canal was being built, a twin city grew up. It was named ROMEO. The State Legislature renamed the first city Joliet in 1845 after the explorer Louis Joliet. In 1895 Romeo was renamed Romeoville.

The Indian Boundary Line that goes diagonally southwest through the township, separated the Indian and white territory when the area was first surveyed in 1821-1822.

Modern Bolingbrook was incorporated in 1965 by a vote of 744 to 560. The first election to incorporate in 1962 had failed. The first mayor was John Leonard.

TRADING IN THE NORTH COUNTRY

Some of the major trade points and rendezvous were Chobar's Crossing, at the junction of the Kankakee and Illinois River; the "Forks of the Theakiki," the confluence of the Des Plaines, Kankakee, and Illinois Rivers; the Lac Du Page, Millsdale vicinity in Section II, Channahon Township;; Lac Mont Joliet, Section XIX, Joliet Township; La Croix, the site of St. James of the Sag; Buffalo Rock, called "le Petite Rocher," just west of Ottawa; the mouth of the Aux Sable Creek, Aux Sable Township; Isle of Cache, an island located in the Des Plaines River, off 135th Street; and, the Isle of Timber, at Hampton Park, now occupied by Resurrection Cemetery; Maramech Hill at Plano; Le Gran Bois, at locations such as, Aurora, Oswego, Wilmington, Willow Springs, Riverside, Lyons, Blue Island, and Palos.

INDIAL BOUNDRY LINES

The Indian Boundary YMCA in Downers Grove got its name from the events that go back to the time of Louis Joliet and Jacques Marquette, two French explorers generally credited with being the first white men in north-east Illinois.

The YMCA is near the northernmost of two Indian treaty boundary lines marking a 20-mile-wide "safe Passage" obtained August 24, 1816, for what would eventually become the Michigan- Illinois Canal between Chicago and the navigation headwaters of the Illinois River.

The area between the boundaries, was known to the early fur traders as the "Chicago Portage." It was an overland trail connecting Lake Michigan with the headwaters of the Illinois River at Ottawa.

History suggests that Joliet recommended to France in 1673 that a canal be built to form an inland waterway from the east coast to the Mississippi.

It took the white man 143 years to fight and trade the Indians out of the right-of-way to make the canal possible. The canal opened in the summer of 1848, 11 years before the death of Shabbona, the Potawatomi Indian Chief whose name is on the treaty establishing the boundary lines between which the white men were supposed to be able to travel safely.

The southern of the two lines begins at the mouth of the Calumet River and goes straight southwest to the Kankakee River.

The north Boundary line, begins in the center of Rogers Avenue in Chicago, at Lake Michigan. It angles southwest thru Downers Grove near the intersection of Maple Avenue and Main Street and exits Do Page County southwest of Woodridge into Bolingbrook.

INDIAN IN OUR LAND
from A VIEW OF HISTORIC NAPERVILLE

Sanford Gates has been doing an archeological survey of the Du Page River Valley, for the past nineteen years. He has established nearly 30 sites that were formerly Indian camps or villages. Because the area was not suitable for year-round habitation, there were no permanent settlements.

They came when the hunting was good. The rivers were their main paths of travel. The highway from North to South was up the Illinois and the Des Plaines Rivers. Travelers would then portage across to the Chicago River and^{on} to Lake Michigan---the same Route that Marquette and Joliet took. There were no great concentrations of Indians here, unlike those which archeologists have definitely established along the Illinois River.

The Illinois Indians were the dominant Indian nation when Father Marquette and Joliet explored in the 17th Century. Late in that Century they were attacked by other tribes---the Iroquois, Sauk, Kickapoo, and Pottawatomi.

Prior to the Black Hawk War, Indians followed their trails to their favorite hunting grounds. That they were under surveillance of the government is evident from an entry in Henry Blodgett's auto-biography. (Blodgett established a claim to the land at the forks of the Du Page in 1831) Blodgett ^{that} tells how the Pottawatomi had chosen to remain peaceful and they were controlled by the government. While the settlers sought refuge in Fort Dearborn, "all of the Pottawatomi Indians were collected by Col. Owens, Indian Agent at the time, and brought into camp in the vicinity of Laughton's Place (Riverside)."

When Black Hawk came to the Waubonsie's village, now Aurora, trying to persuade the Pottawatomi chiefs to take to the warpath, old chief Aptakisic rode to the Blodgett home, and, "about 12:00 at night, gave a whoop." Aroused Israel Blodgett, and advised him to tell the settlers to seek refuge at Fort Dearborn.

When History Marched Westward Thru Du Page

By BRUCE SMITH

The Indian Boundary YMCA in Downers Grove got that name from events that go back to the time of Louis Joliet and Jacques Marquette, two French explorers generally credited with being the first white men in northeast Illinois.

The YMCA, 711 39th, is near the northernmost of two Indian treaty boundary lines marking a 20-mile-wide "safe passage" obtained Aug. 24, 1816, for what eventually became the Michigan-Illinois Canal between Chicago and the navigation headwaters of the Illinois River.

The area between the boundaries, known to early fur traders as the Chicago Portage, was an overland trail connecting Lake Michigan with the headwaters of the Illinois River at Ottawa and hence the Mississippi.

History books credit Joliet with suggesting to France in 1673 that a canal be built to form an inland waterway from the east coast to the Mississippi.

It took the white man 143 years to fight and trade the Indian out of the right of way to make the canal possible. The canal opened in the summer of 1848, 11 years before the death of Shabbona, the Potawatomi Indian chief whose name is on the



Chief Shabbona in picture of 1857 photograph furnished by H. B. Field of Morris.

treaty establishing the boundary lines between which white men were supposed to be able to travel safely.

The north boundary line, which cuts thru Yprk, Downers Grove, and Lisle Townships in Du Page County, begins in the center of Rogers Avenue in Chicago at Lake Michigan. It angles southwest thru Downers Grove near the intersection of Maple Avenue and Main Street and exits Du Page County southwest of Woodridge. *

The southern of the two lines begins at the mouth of the Calumet River and goes straight southwest to the Kankakee River.

The treaty was negotiated with the allied tribes of the Potawatomi, Chippewa, and Ottawa Indians by William Clark, Ninian Edwards, and August Chouteau in 1816 at Portage des Sioux, Mo.

Information available thru the Du Page and Downers Grove Historical Societies and the public library indicates events leading to the cession of land between the boundary lines began in August, 1794, in the Battle of Fallen Timbers (near what is now Toledo, O.), in which Gen. Anthony (Mad Anthony) Wayne defeated a force of about 2,000 Shawnee, Ottawa, Chippewa, and Potawatomi Indians in a 40-minute battle.

Evidently, from accounts of battles, those and other tribes migrated thruout the area that is now Illinois, and the chief tribe in the Chicago area when the white man began to win the land was the Potawatomi.

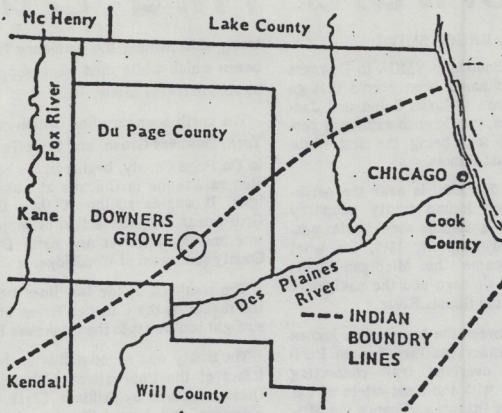
Altho the chain of events is vague, the Battle of Fallen Timbers evidently led to the Treaty of Greenville, also known as the Cession of Aug. 7, 1795, in which the Miami Indians ceded to the victors of the battle the free use of a highway from Chicago to the Illinois River. Also included were reservations at Chicago, Peoria, and the mouth of the Illinois River on which to build forts, to protect the highway.

The Miamis, however, were merely migrating thru the area, and their treaty carried little weight.

An information sheet prepared by the YMCA of Metropolitan Chicago says that the land ceded by the Miami Indians at the mouth of the Chicago River was six miles

* From there it passes through the northern and western portions of Bolingbrook.

Map shows two Indian treaty boundary lines marking 20-mile "safe passage" area that cut thru Chicago and present-day western suburbs.



square but was never surveyed and cannot be found on any land title.

Traders wanted to be able to travel unmolested between Chicago and Ottawa, the navigation headwaters of the Illinois River, at the mouth of the Fox River, and the War of 1812 emphasized the need for a safe passage from the Great Lakes to the Mississippi.

Shabbona's name is spelled four ways on five treaties and related documents. The meaning of the name remains uncertain. One translation indicates it may mean "built like a bear."

Shabbona has been described as a tall man with broad shoulders, a large neck, and a muscular frame. He is supposed to have been second in command of the Indians at the Battle of Thames.

Shabbona's title of war chief evidently passed to Waubensee, another Potawatomi. Waubensee is alleged to have taken part in the Fort Dearborn massacre and to have boarded one of Harrison's boats on the Wabash River near Terre Haute, Ind., killed a man, and escaped unhurt. Waubensee remained neutral during the Winnebago troubles and campaigned with the Illinois Militia in the Black Hawk War.

The Treaty of Prairie du Chien in 1829 granted Shabbona, Sauganash, and Cheche-piqua land on which to live. Shabbona was given two sections at Shabbona Grove in De Kalb County.

Shabbona left his land in 1836 to migrate west with the remainder of his tribe. He

later returned. During a second absence, the land was sold to speculators. White friends then gave him a small tract near Morris, where he lived on a small pension until his death, July 27, 1859.

A map of early Du Page County shows Indian villages in what is now Naperville, northwest Hinsdale along Salt Creek, in the area of Churchill Woods Forest Preserve near Lombard, in the area now covered by Oak Brook, and on what now is Morton Arboretum.

The Indians are thought to have had a flint chipping station along Salt Creek and a signal station east of Fullersburg Forest Preserve in what is now Proviso Township.

The Indian Boundary Golf Course, Forest Preserve Boulevard at Belmont Avenue, in Cook County, also is reported to have been named for the treaty boundary lines.

Du Page County is supposed to have been named for a French trapper, Du Pazhe, who traded and trapped along the Chicago Portage about the time Joliet made his first journey from the Illinois River to Lake Michigan, late in the 17th Century.

Du Pazhe, whose first name has become lost in history, is alleged to have settled near what is called the Du Page River and to have established a trading post.



of Historic Naperville, from the SKY-LINES by Genevieve Towsley." They are reprinted here by special permission of the Copyright owner.

Red Men in the Valley

The recorded history of this region spans less than a sesquicentury, and deals largely with events pertaining to the white man. What of the thousands of years that red men roamed the DuPage? Archaeological findings enable the recreation of the Indian's way of life prior to historic times, and documents tell of his encounters with the white men.

Sanford Gates, for the last 15 years, has been making an archeological survey of the DuPage river valley, particularly along the east and west branches. Interested in Indian relics since his early boyhood, he has studied how to evaluate Indian artifacts, and has mapped out a systematic program of investigation. He deplores the presence of so many bulldozers in the area, which are erasing forever the story written by prehistoric man in the layers of the neighboring terrain.

In Mr. Gates' diggings he has established nearly 30 sites that were formerly Indian camps or villages. "Since this area was not suitable for year-around habitation, it is doubtful that there was any permanent settlement here," he declares. "They probably came when the natural food products were in season, or when the hunting was good. The rivers were their main paths of travel. The chief highway from north to south was up the Illinois and the DesPlaines, then by portage across to the Chicago river and to Lake Michigan — the same route that Marquette and Joliet took. There were no great concentrations of Indians here, like those which archeologists have definitely established along the Illinois river."

Mr. Gates reminds us that this area today is vastly different from that which the red men roamed. The streams were deeper and wider, and there were immense bogs in between which discouraged land travel. Since the white man came, the swamps have been drained and tilled, and many of the natural forests destroyed.

Archeologists have given arbitrary names to the various periods of established prehistoric cultures, and relics from all of these have been found in this area! The oldest is the Paleo-Indian, which goes back 10,000 or more years. Then follows the Archaic—8000 to 1000 B.C.; Early Woodland—1000 to 200 B.C.; Middle Woodland—200 B.C. to 500 A.D.; Late Woodland—500 to 1500 A.D.; and the Mississippi period which overlaps into the Historic period of 1500 to 1850.

Aside from his own findings, Mr. Gates has studied local collections of Indian relics. Two long, fluted points, characteristic of those attributed to the Paleo and Archaic periods, were picked up on a farm near the East branch of the DuPage. Many of the sites studied yielded relics of several cultures, while others produced those of only one culture.

"Frank Keller's collection contains artifacts of every major Indian occupation since the ice went out," said Mr. Gates. "He picked them up from his former farm on Ogden avenue, where the Skorberg store is now located. At the north end there was a creek that served as an outlet of what was a Plaquemine lake. It must have been an ideal spot for hunting and food gathering. Before the Indians began cultivating corn and squash, they gathered natural food products — berries, nuts, and bulbs. They ate the bulbs of water lilies and Jack-in-the-pulpit; in fact, they had nearly 200 plants that would yield them food."

THE ILLINOIS INDIANS were the dominant Indian nation when Father Marquette and Joliet explored this region in the 17th century, but they were not to remain the masters long after that. Late in the century, they were repeatedly attacked by other tribes — the Iroquois, Sauk, Kickapoo, and Pottawatomi — who coveted the rich lands.

The Pottawatomi ("Makers of Fire") were blood brothers

of the Ottawa and the Chippewa, according to one account, but they separated from the larger tribes to establish their own nation. It was they who roamed these lands in the early 19th century, when the fur traders and pioneers made their appearance.

Their resentment of the white man's intrusion was fanned by the British in 1812. A bloody massacre of the forces at Fort Dearborn was perpetrated by the Pottawatomi that year. The lives of John Kinzie and his family were saved only because Chief Waubonsie personally guarded their home. Kinzie was a trader, and the first settler of Chicago. Waubonsie and Chief Shabbona both fought at the battle of Thames in 1813, when the British were soundly defeated. The two chiefs vowed not to fight the Americans again. That they made and kept that vow may have saved the lives of the Naper settlers in the Black Hawk war. They dispatched a messenger to the settlement to warn them of impending danger in the spring of 1832, and they refused to join Sauk Chief Black Hawk, when he tried to persuade them to attack the white settlements.

PRIOR to the Black Hawk war, Indians followed their trails to their favorite hunting grounds, or to gather the natural food so plentiful in grove and meadow, giving little heed to the few white men who had ventured into their territory. That they were under surveillance of the government, however, is evident from an entry in Henry Blodgett's auto-biography. Blodgett, who came with his parents from New England, to establish a claim near the forks of the DuPage in 1831, tells how the Pottawatomi, who had chosen to remain peaceful, were controlled by the government. While the settlers sought refuge in Fort Dearborn, "all of the Pottawatomi Indians were collected by Colonel Owens, Indian agent at that time, and brought into camp in the vicinity of Laughton's place (Riverside), where rations were served out to them. They were collected in this way for fear that their young men, who were ambitious to distinguish themselves in war, would sneak off and join the Black Hawk parties..."

Waubonsie and Shabbona were not the only chiefs who repaid their white friends with acts of extreme loyalty. Chief Aptakiskis, better known today as Half Day, had been a frequent visitor in the Blodgett home in the winter of 1831-'32. When Black Hawk came to Waubonsie's village (Aurora), trying to persuade the Pottawatomi chiefs to take to the warpath, old chief Aptakiskis himself rode to the Blodgett home, and "about twelve o'clock at night, gave a whoop", aroused Israel Blodgett, told him of the danger, and advised him to urge the settlers at the forks to seek refuge at Fort Dearborn.

THE OLD INDIAN waited as the alarm was spread, or teams were hitched to wagons, and at day break the half dozen families started toward Chicago. Blodgett tells of Half Day's continued concern for the refugees. "After our procession had got well straightened out, we saw old Half Day drop into the rear. As we moved on, he moved on with us, not saying a word, simply following in our trail during the whole of the day. At night we made camp at Laughton's place. The next morning we moved across the prairie to Chicago, the old chief following us until we were in sight of Fort Dearborn. Then he waved us good-bye with his hand, turned his horse, and disappeared."

The only casualty of the Black Hawk war in this immediate vicinity was that of a soldier named Brown, who was in the company dispatched from Joliet to build Fort Payne in Naperville as protection for the settlers. He and another soldier were sent to Sweet's grove (on Ogden avenue near Skorberg's store) to get a load of wood. As they sought to enter the grove, "Brown was killed by three rifle balls fired from a nearby thicket."

It is also recorded that "Reverend Hawley, a brother of Pierce Hawley, was tortured and murdered by roaming Indians, not far from the Hawley home (near the fork of the DuPage). A mile or two from Plainfield, Adam Payne was dragged from his horse and beheaded." None of the local settlers' homes were molested nor destroyed, but many in communities west and south of here were not so fortunate.

ALTHOUGH A TREATY was signed in the autumn of 1833, summatting the Pottawotomi and other tribes to remove themselves beyond the Mississippi, there were small bands, especially the chiefs and their families, who remained in this area for a number of years. Waubonsie and some of his tribe were harvesting maple sugar in a grove when Pierce Lowmer, the first settler of Downers Grove, decided to take up a claim there in 1832. After the treaty of 1833, Waubonsie continued to live in the grove for two years.

Aplakisic and his band also used the maple grove, now the site of Downers, to furnish them sugar and syrup. Blodgett wrote, "When the settlers got in and claimed all the grove, the poor Indians were squeezed out, and found no sugar camps nearer than the Big Woods on the Fox river, between Aurora and Batavia. This was one of the grievances that the old Indians complained of against the white settlers. But old Half Day submitted to the inevitable, and remained the friend of the settlers."

The casual, friendly relationship between the settlers and the Indians is reflected in an incident Blodgett later wrote about. He told of an encounter when his brother had been bitten by a rattlesnake. "As we came to the house, a company of Indians were riding past. A squaw got off her horse, took my hoe, ran off and dug up a weed. She bound a leaf of it about the boy's leg above the swelling. She made a poultice out of another kind of weed, and he got well!"



A Letter from Fort Payne (Naper Settlement)

All the histories of DuPage county tell of the erection of Fort Payne in 1832 — during the Black Hawk Indian War. "Fort Payne was a stockade about 100 feet square, surrounded by pickets set in the ground, on two diagonal corners of which were two block houses, pierced with port holes so as to command the prairie in every direction." (History of DuPage, 1882.) It was built on the low hill just south of Chicago avenue near Ellsworth street, the property now being part of North Central College's "Fort Hill Campus."

While we have long known that Fort Payne was used for several months to give protection to families of the community who feared to live on their homesteads, lest they be massacred — a fate suffered by several families in settlements to the west of here — there has never been printed any account of conditions at the fort during that time. Recently, however, Mrs. Thomas Finkbeiner, curator of the Martin Mitchell Museum, obtained a copy of a letter written by Caroline Strong who with her husband, Robert Strong, were among those sheltered at the fort. In a letter to her sister in Ogden, New York, she tells of her immediate situation and of the state of siege of the whole countryside. We reprint it in its entirety, as a matter of local historical interest.

Fort Payne
July 12, 1832.

My Dear Venilea:

Our box which our kind friends in Ogden sent us was brought to this place last Monday. It came safe and uninjured. We were very glad and thankful for the contents; they are very dear on account of their being sent to us such a distance by very dear friends. We were disappointed to see so few letters. We think it a pity so good an opportunity was not better improved. I did indeed laugh on seeing some particular things which you in your extreme kindness and thoughtfulness provided for me. I assure you I have no present use for them, but I will keep them awhile, and if they continue to be useless to me I will give them to some of my ricker neighbors. You who are constantly surrounded by

I suppose by now you hear much said of the present affliction of this State. How eagerly you must search for and listen to all the news concerning us, your far-off Robert and Caroline who are really in the midst of trouble! I tell you I am tired of war times and war fare and guess you would be too if you had to live as I do. For four days after we came to this place we had to live entirely out of doors, tho we were permitted to sleep under shelter. Since then we have had a comfortable house, but there are only 2 small rooms and six families to occupy them. There are twenty-two children. There are five or six crying, two or three scolding almost constantly, besides all the rest of the confusion naturally expected in such a place as this. And here I am in a crazy chamber in the midst of this confusion, sitting on my feet, with my paper on a chair, scribbling to you.

We stayed at Chicago nearly four weeks. (Women and children fled to Fort Dearborn for protection when danger of Indian attack threatened the Naper settlement.) When thinking we should be as safe at home as there, we ventured to return. A day or two after we got home, General Atkinson sent forty of his men, commanded by Captain Payne, to build a fort and to remain at this place which is four miles from our house. The day after they arrived here, one of their men was killed by hostile Indians. The wretches, after scalping him, escaped with a span of horses. They had lurked about the place a number of days, watching the road. We must have passed within a few rods of them on our return from Chicago. If we had had horses we could probably have lost our lives, as these animals seem to be their first object. Where they find two or three men alone with horses they are sure to kill the men and take the horses. Where there is no danger of discovery they mangle their victims in a most horrid manner. Some were found, their heads in one place, their bodies in another.

Our unworthy lives are still spared, our Heavenly Father has delivered us from dangers seen and unseen, whilst our neighbors have fallen victims. Two months ago we were quietly pursuing our labors, thought not of danger or interruption, especially from such a quarter. But what a contrast! What before was peace and prosperity was suddenly reversed into scenes of fear, distress, and poverty. Homes were deserted, farms left uncultivated, large droves of cattle left to range their boundless fields. Now people are just beginning to creep out of their hives and tremblingly take a peep at their old homes which, I assure you, do not look as though they had ever been inhabited by human beings. Some houses where the owners were previously permitted to escape were visited by Indians and everything destroyed. It was not carried off or burned, but left in the house to aggravate and distress the now destitute owners. Good furniture, iron ware, crockery smashed; clothing and bedding cut and torn to pieces. Murdered cats, dogs, and hogs lay about the house. Some houses with their contents were burned. I never before realized the importance of living every day as though it were the last to be so spent.

It is thought there is little or no danger about here at present . . .

Tell F. I thank her for her letter. I will answer it in a year or two if I have an opportunity to send it. I must bid you goodbye. Write again, and do not forget your sincere friend and sister.

Caroline Strong
(On the margin a post script was written by Robert Strong:)

P.S. General Scott is expected to march with his troops in the course of a day or two from Chicago against the Indians. His soldiers are recovering from cholera. Two steamboats have arrived there with troops.

Robert Strong had correct information regarding General Scott, (for the general, with twelve men as bodyguard and two wagons drawn by horses, arrived at Fort Payne on July 20 and spent the night. They then went on to Fort Armstrong at Rock Island where he signed a treaty with the Sauk Indians and closed the Black Hawk War. By September the settlers were able to leave Fort Payne and return to their

Indian burial sites found on Tollway route

by Karen Kaegel

Surveys of the proposed right of way for the expansion of the North-South Tollway south of I-55 have turned up pre-historic Indian sites in Keepataw Forest Preserve in DuPage Township.

DuPage Township Trustee Ann Dralle reported the find during last week's township board meeting.

Mrs. Dralle said two archaeologists from the University of Illinois, which has been hired by the Illinois Department of Transportation to conduct the survey, found the sites on a visit on Nov. 7.

Kevin McGowen, a visiting research associate at the university, holds a doctorate degree in anthropology and has been surveying the right of way for the last six or seven months.

So far, 150 sites have been found along the proposed extension of the road from Joliet road to I-80 in New Lenox. Nearly 80% of the area has been surveyed, he said. Of the sites found, several are in the woods in the Des Plaines river area and are being evaluated to determine whether further study is needed.

In Keepataw, there are about three of the prehistoric sites, dating back to before the 1600s, McGowen said. Artifacts found so far have mostly been arrowheads and the chipping debris from making stone tools.

Work will continue until about Christmas, McGowen said, then resume in the spring, after some of the trees in the area have been marked by IDOT.

A NEW MAP OF THE UNITED STATES

POPPED CANALS, ROADS & DISTANCES

from place to place along the
STEAM & RAIL ROUTES.

By H. D. TANNER, Proprietor, New York.

Each page has a separate title.

STEAM BOAT ROUTES

From	To	Distance
New York	Albany	100
New York	Buffalo	200
New York	Chicago	1200
New York	St. Louis	1400
New York	San Francisco	3000
New York	San Diego	3200
New York	San Jose	3400
New York	San Pedro	3600
New York	San Blas	3800
New York	San Juan	4000
New York	San Pedro de Macoris	4200
New York	San Juan de los Rios	4400
New York	San Juan de los Baños	4600
New York	San Juan de los Baños	4800
New York	San Juan de los Baños	5000
New York	San Juan de los Baños	5200
New York	San Juan de los Baños	5400
New York	San Juan de los Baños	5600
New York	San Juan de los Baños	5800
New York	San Juan de los Baños	6000
New York	San Juan de los Baños	6200
New York	San Juan de los Baños	6400
New York	San Juan de los Baños	6600
New York	San Juan de los Baños	6800
New York	San Juan de los Baños	7000
New York	San Juan de los Baños	7200
New York	San Juan de los Baños	7400
New York	San Juan de los Baños	7600
New York	San Juan de los Baños	7800
New York	San Juan de los Baños	8000
New York	San Juan de los Baños	8200
New York	San Juan de los Baños	8400
New York	San Juan de los Baños	8600
New York	San Juan de los Baños	8800
New York	San Juan de los Baños	9000
New York	San Juan de los Baños	9200
New York	San Juan de los Baños	9400
New York	San Juan de los Baños	9600
New York	San Juan de los Baños	9800
New York	San Juan de los Baños	10000

STEAM BOAT ROUTES

From	To	Distance
New York	Albany	100
New York	Buffalo	200
New York	Chicago	1200
New York	St. Louis	1400
New York	San Francisco	3000
New York	San Diego	3200
New York	San Jose	3400
New York	San Pedro	3600
New York	San Blas	3800
New York	San Juan	4000
New York	San Pedro de Macoris	4200
New York	San Juan de los Rios	4400
New York	San Juan de los Baños	4600
New York	San Juan de los Baños	4800
New York	San Juan de los Baños	5000
New York	San Juan de los Baños	5200
New York	San Juan de los Baños	5400
New York	San Juan de los Baños	5600
New York	San Juan de los Baños	5800
New York	San Juan de los Baños	6000
New York	San Juan de los Baños	6200
New York	San Juan de los Baños	6400
New York	San Juan de los Baños	6600
New York	San Juan de los Baños	6800
New York	San Juan de los Baños	7000
New York	San Juan de los Baños	7200
New York	San Juan de los Baños	7400
New York	San Juan de los Baños	7600
New York	San Juan de los Baños	7800
New York	San Juan de los Baños	8000
New York	San Juan de los Baños	8200
New York	San Juan de los Baños	8400
New York	San Juan de los Baños	8600
New York	San Juan de los Baños	8800
New York	San Juan de los Baños	9000
New York	San Juan de los Baños	9200
New York	San Juan de los Baños	9400
New York	San Juan de los Baños	9600
New York	San Juan de los Baños	9800
New York	San Juan de los Baños	10000

LEAD REGION.



Return to the
Land Region.

Scale of Miles.

Explanation.

- Canals
- DT Proposed
- Rail Roads
- DT Proposed
- Leaving Roads
- The land distance from New York to the coast along the coast line.
- The date after the figure indicates the quarter.

Scale of Miles.



THE UNITED STATES OF AMERICA,

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

Whereas, In pursuance of the Act of Congress, approved MARCH 8, 1855, entitled "An Act in addition to certain Acts granting Bounty Land to certain Officers and Soldiers who have been engaged in the Military Service of the United States;" there has been deposited in the GENERAL LAND OFFICE, Washington No. 241 55 for 160 acres, on favor of Elizabeth Fuller widow of Jesse Fuller—

Private, Revolutionary War—

with evidence that the same has been duly located upon this North West quarter of Section twelve in Township eight N. 10. E. of Range thirty one West in the District of Kansas subject to sale at Fort Dodge, Kansas containing one hundred and sixty acres

according to the Official Map of the Survey of the said Land returned to the GENERAL LAND OFFICE by the SURVEYOR GENERAL, this said Elizabeth Fuller has been assigned by the said Elizabeth Fuller to Edwin C. White in whose favor said tract has been located.

Now know ye, That there is therefore granted by the UNITED STATES unto the said Edwin C. White as assignee as afore-
said and to his heirs
the tract of Land above described: SO THAT HE IS NOT the said tract of Land, with the appurtenances thereto, unto the said Edwin C. White as assignee, as afore-
said and to his heirs and assigns forever.

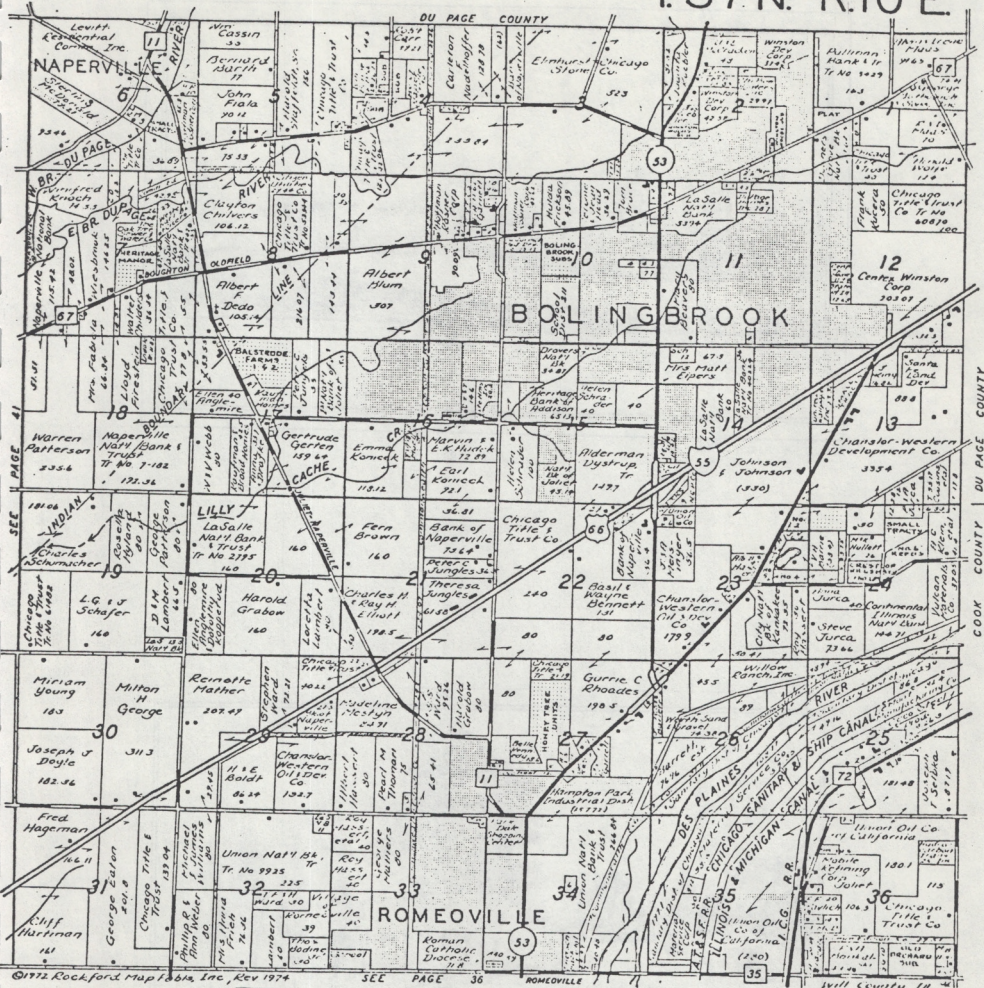
IN TESTIMONY WHEREOF, I, James Buchanan, President of the UNITED STATES OF AMERICA, have caused these Letters to be made Public, and the SEAL OF THE GENERAL LAND OFFICE to be hereunto affixed.
GIVEN under my hand, at the CITY OF WASHINGTON, the twelfth day of April IN THE YEAR
OF OUR LORD one thousand eight hundred and eighty
UNITED STATES the twelfth day of April
BY THE PRESIDENT: James Buchanan Secy.

RECORDED Vol. 44 Page 192 } Wm. M. M. Recorder of the General Land Office.

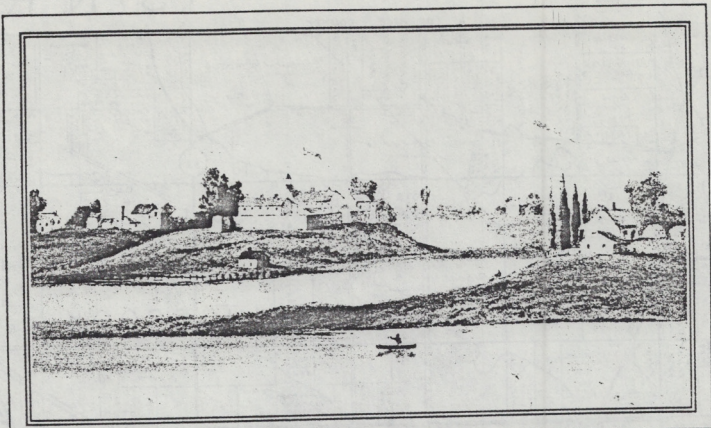
Copy of a Land Grant to the widow of a Revolutionary War private signed by President James Buchanan on April 10, 1860. This deed was recently located in the DuPage Township records and has been donated to the Bollingbrook Historical Society.

DU PAGE

T.37N-R.10E



COOK COUNTY | DU PAGE COUNTY



Mrs. J. A. Kinzie, Del.

CHICAGO IN 1831



RESIDENCE OF JOHN KINZIE, ESQ. (THE FIRST HOUSE BUILT
IN CHICAGO)

CHAPTER XVIII

MASSACRE AT CHICAGO*

IT WAS the evening of the 7th of April, 1812. The children of Mr. Kinzie were dancing before the fire to the music of their father's violin. The tea-table was spread, and they were awaiting the return of their mother, who had gone to visit a sick neighbor about a quarter of a mile up the river.

Suddenly their sports were interrupted. The door was thrown open, and Mrs. Kinzie rushed in, pale with terror, and scarcely able to articulate, "The Indians! the Indians!"

"The Indians? What? Where?" eagerly demanded they all.

"Up at Lee's Place, killing and scalping!"

With difficulty Mrs. Kinzie composed herself sufficiently to give the information, "That, while she was up at Burns's, a man and a boy were seen running down with all speed on the opposite side of the river; that they had called across to give notice to Burns's family to save themselves, for the *Indians* were at Lee's Place, from which they had just made their escape. Having given this terrifying news, they had made all speed for the fort, which was on the same side of the river that they then were."

All was now consternation and dismay. The family

* This Narrative, first published in pamphlet form in 1836, was transferred, with variation, to Brown's "History of Illinois," and to a work called "Western Annals." It was likewise made, by Major Richardson, the basis of his two tales, "Hardscrabble," and "Wau-nan-gee."

The Early Day in the Northwest

were hurried into two old *piroques* that lay moored near the house, and paddled with all possible haste across the river to take refuge in the fort.

All that the man and boy who had made their escape were able to tell, was soon known; but, in order to render their story more intelligible, it is necessary to describe the scene of action.

Lee's Place, since known by the name of *Hardscabble*, was a farm intersected by the Chicago River, about four miles from its mouth. The farm-house stood on the western bank of the south branch of this river. On the north side of the main stream, but quite near its junction with Lake Michigan, stood (as has already been described) the dwelling-house and the trading-establishment of Mr. Kinzie.

The fort was situated on the southern bank, directly opposite this mansion—the river, and a few rods of sloping green turf on either side, being all that intervened between them.

The fort was differently constructed from the one erected on the same site in 1816. It had two block-houses on the southern side, and on the northern a sally-port, or subterranean passage from the parade-ground to the river. This was designed either to facilitate escape in case of an emergency, or as a means of supplying the garrison with water during a siege.

The officers in the fort at this period were Captain Heald, the commanding officer, Lieutenant Helm, the son-in-law of Mr. Kinzie, and Ensign Ronan—the two last were very young men—and the surgeon, Dr. Van Voorhees.

The command numbered about seventy-five men; very few of whom were effective.

A constant and friendly intercourse had been maintained between these troops and the Indians. It is true

Massacre at Chicago

that the principal men of the Potawatamie nation, like those of most other tribes, went yearly to Fort Malden, in Canada, to receive a large amount of presents, with which the British Government had, for many years, been in the habit of purchasing their alliance; and it was well known that many of the Potawatamies, as well as Winnebagoes, had been engaged with the Ottawas and Shawnees at the battle of Tippecanoe, the preceding autumn; yet, as the principal chiefs of all the bands in the neighborhood appeared to be on the most amicable terms with the Americans, no interruption of their harmony was at any time anticipated.

After the 15th of August, however, many circumstances were recollected that might have opened the eyes of the whites, had they not been lulled in a fatal security. One instance in particular may be mentioned.

In the spring preceding the destruction of the fort, two Indians of the Calumet band came to the fort on a visit to the commanding officer. As they passed through the quarters, they saw Mrs. Heald and Mrs. Helm playing at battledore.

Turning to the interpreter, one of them, Nau-non-gee, remarked, "The white chiefs' wives are amusing themselves very much; it will not be long before they are hoeing in our cornfields!"

This was considered at the time an idle threat, or, at most, an ebullition of jealous feeling at the contrast between the situation of their own women and that of the "white chiefs' wives." Some months after, how bitterly was it remembered!

The farm at Lee's Place was occupied by a Mr. White and three persons employed by him in the care of the farm.

The Early Day in the Northwest

In the afternoon of the day on which our narrative commences, a party of ten or twelve Indians, dressed and painted, arrived at the house, and, according to the custom among savages, entered and seated themselves without ceremony.

Something in their appearance and manner excited the suspicions of one of the family, a Frenchman, who remarked, "I do not like the appearance of these Indians—they are none of our folks. I know by their dress and paint that they are not Pottowattamies."

Another of the family, a discharged soldier, then said to the boy who was present, "If that is the case, we had better get away from them if we can. Say nothing; but do as you see me do."

As the afternoon was far advanced, the soldier walked leisurely towards the canoes, of which there were two tied near the bank. Some of the Indians inquired where he was going. He pointed to the cattle which were standing among the haystacks on the opposite bank, and made signs that they must go and fodder them, and then they should return and get their supper.

He got into one canoe, and the boy into the other. The stream was narrow, and they were soon across. When they had gained the opposite side, they pulled some hay for the cattle—made a show of collecting them—and when they had gradually made a circuit, so that their movements were concealed by the haystacks, they took to the woods, which were close at hand, and made for the fort.

They had run about a quarter of a mile, when they heard the discharge of two guns successively, which they supposed to have been levelled at the companions they had left behind.

They stopped not nor stayed until they arrived oppo-

Massacre at Chicago

site Burns's,* where as before related, they called across to advertise the family of their danger, and then hastened on to the fort.

It now occurred to those who had secured their own safety, that the family of Burns was at this moment exposed to the most imminent peril. The question was, who would hazard his own life to bring them to a place of safety? A gallant young officer, Ensign Roman, volunteered, with a party of five or six soldiers, to go to their rescue.

They ascended the river in a scow, and took the mother, with her infant of scarcely a day old, upon her bed to the boat, in which they carefully conveyed her and the other members of the family to the fort.

A party of soldiers, consisting of a corporal and six men, had that afternoon obtained leave to go up the river to fish.

They had not returned when the fugitives from Lee's Place arrived at the fort, and, fearing that they might encounter the Indians, the commanding officer ordered a cannon to be fired, to warn them of danger.

They were at the time about two miles above Lee's Place. Hearing the signal, they took the hint, put out their torches (for it was now night), and dropped down the river towards the garrison, as silently as possible. It will be remembered that the unsettled state of the country since the battle of Tippecanoe, the preceding November, had rendered every man vigilant, and the slightest alarm was an admonition to "beware of the Indians."

When the fishing-party reached Lee's Place, it was pro-

* Burns's house stood near the spot where the Agency Building, or "Cobweb Castle," was afterwards erected, at the foot of N. State Street.

The Early Day in the Northwest

posed to stop and warn the inmates to be upon their guard, as the signal from the fort indicated danger of some kind. All was still as death around the house. They groped their way along, and as the corporal jumped over the small enclosure he placed his hand upon the dead body of a man. By the sense of touch he soon ascertained that the head was without a scalp, and otherwise mutilated. The faithful dog of the murdered man stood guarding the lifeless remains of his master.

The tale was now told. The men retreated to their canoes, and reached the fort unmolested about eleven o'clock at night. The next morning a party of the citizens and soldiers volunteered to go to Lee's Place, to learn further the fate of its occupants. The body of Mr. White was found pierced by two balls, and with eleven stabs in the breast. The Frenchman, as already described, lay dead, with his dog still beside him. Their bodies were brought to the fort and buried in its immediate vicinity.

It was subsequently ascertained, from traders out in the Indian country, that the perpetrators of this bloody deed were a party of Winnebagoes, who had come into this neighborhood to "take some white scalps." Their plan had been, to proceed down the river from Lee's Place, and kill every white man without the walls of the fort. Hearing, however, the report of the cannon, and not knowing what it portended, they thought it best to remain satisfied with this one exploit, and forthwith retreated to their homes on Rock River.

The inhabitants outside the fort, consisting of a few discharged soldiers and some families of half-breeds, now intrenched themselves in the Agency House. This stood west of the fort, between the pickets and the river, and distant about twenty rods from the former.

It was an old-fashioned log building, with a hall running through the centre, and one large room on each side. Piazzas extended the whole length of the building in

Massacre at Chicago

front and rear. These were planked up, for greater security, port-holes were cut, and sentinels posted at night.

As the enemy were believed to be lurking still in the neighborhood, or, emboldened by former success, likely to return at any moment, an order was issued prohibiting any soldier or citizen from leaving the vicinity of the garrison without a guard.

One night a sergeant and a private, who were out on a patrol, came suddenly upon a party of Indians in the pasture adjoining the esplanade. The sergeant fired his piece, and both retreated towards the fort. Before they could reach it, an Indian threw his tomahawk, which missed the sergeant and struck a wagon standing near. The sentinel from the block-house immediately fired, and with effect, while the men got safely in. The next morning it was ascertained, from traces of blood to a considerable distance into the prairie, and from the appearance of a body having been laid among the long grass, that some execution had been done.

On another occasion the enemy entered the esplanade to steal horses. Not finding them in the stable, as they had expected, they made themselves amends for their disappointment by stabbing all the sheep in the stable and then letting them loose. The poor animals flocked towards the fort. This gave the alarm—the garrison was aroused—parties were sent out, but the marauders escaped unmolested.

The inmates of the fort experienced no further alarm for many weeks.

On the afternoon of the 7th of August,⁹⁰ Winnemeg, or Catfish, a Pottowattamie chief, arrived at the post, bringing despatches from General Hull. These announced the declaration of war between the United States and Great

⁹⁰ The date should be August 9.

The Early Day in the Northwest

Britain, and that General Hull, at the head of the Northwestern army, had arrived at Detroit; also, that the island of Mackinac had fallen into the hands of the British.

The orders to Captain Heald were "to evacuate the fort, if practicable, and, in that event, to distribute all the United States property contained in the fort, and in the United States factory or agency, among the Indians in the neighborhood."⁷

After having delivered his despatches, Winnemeg requested a private interview with Mr. Kinzie, who had taken up his residence in the fort. He stated to Mr. K. that he was acquainted with the purport of the communications he had brought, and begged him to ascertain if there were the intention of Captain Heald to evacuate the post. He advised strongly against such a step, inasmuch as the garrison was well supplied with ammunition, and with provisions for six months. It would, therefore, be far better, he thought, to remain until a reinforcement could be sent to their assistance. If, however, Captain Heald should decide upon leaving the post, it should by all means be done immediately. The Pottowattamies, through whose country they must pass, being ignorant of the object of Winnemeg's mission, a forced march might be made, before those who were hostile in their feelings were prepared to interrupt them.

Of this advice, so earnestly given, Captain Heald was immediately informed. He replied that it was his intention to evacuate the post, but that, inasmuch as he had received orders to distribute the United States' property,

⁷ Mrs. Kinzie apparently attempted to quote from the order. The quotation is incorrect; the order from General Hull, in the Draper MSS., is pre-emptory, the commanding officer was not given discretion. He was also ordered to destroy all arms and ammunition.

Massacre at Chicago

he should not feel justified in leaving it until he had collected the Indians of the neighborhood and made an equitable division among them.

Winnemeg then suggested the expediency of marching out, and leaving all things standing—possibly while the Indians were engaged in the partition of the spoils, the troops might effect their retreat unmolested. This advice was strongly seconded by Mr. Kinzie, but did not meet the approbation of the commanding officer.

The order for evacuating the post was read next morning upon parade. It is difficult to understand why Captain Heald, in such an emergency, omitted the usual form of calling a council of war with his officers. It can only be accounted for by the fact of a want of harmonious feeling between himself and one of his junior officers—Ensign Ronan, a high-spirited and somewhat overbearing, but brave and generous young man.

In the course of the day, finding that no council was called, the officers waited on Captain Heald to be informed what course he intended to pursue. When they learned his intentions, they remonstrated with him, on the following grounds:

First—it was highly improbable that the command would be permitted to pass through the country in safety to Fort Wayne. For although it had been said that some of the chiefs had opposed an attack upon the fort, planned the preceding autumn, yet it was well known that they had been actuated in that matter by motives of private regard to one family, that of Mr. Kinzie, and not to any general friendly feeling towards the Americans; and that, at any rate, it was hardly to be expected that these few individuals would be able to control the whole tribe, who were thirsting for blood.

In the next place—Their march must necessarily be

The Early Day in the Northwest

slow, as their movements must be accommodated to the helplessness of the women and children, of whom there were a number with the detachment. That of their small force, some of the soldiers were superannuated, others invalid; therefore, since the course to be pursued was left discretionary, their unanimous advice was, to remain where they were, and fortify themselves as strongly as possible. Succors from the other side of the peninsula might arrive before they could be attacked by the British from Mackinac; and even should they not, it were far better to fall into the hands of the latter than to become the victims of the savages.

Captain Heald argued in reply, "that a special order had been issued by the War Department, that no post should be surrendered without battle having been given, and his force was totally inadequate to an engagement with the Indians; that he should unquestionably be censured for remaining, when there appeared a prospect of a safe march through; and that, upon the whole, he deemed it expedient to assemble the Indians, distribute the property among them, and then ask of them an escort to Fort Wayne, with the promise of a considerable reward upon their safe arrival—adding, that he had full confidence in the friendly professions of the Indians, of whom, as well as from the soldiers, the capture of Mackinac had been kept a profound secret.

From this time the officers held themselves aloof, and spoke but little upon the subject, though they considered the project of Captain Heald little short of madness. The dissatisfaction among the soldiers hourly increased, until it reached a high pitch of insubordination.

Upon one occasion, as Captain Heald was conversing with Mr. Kinzie upon the parade he remarked, "I could not remain, even if I thought it best, for I have but a small store of provisions."

Massacre at Chicago

"Why, captain," said a soldier who stood near, forgetting all etiquette in the excitement of the moment, "you have cattle enough to last the troops six months."

"But," replied Captain Heald, "I have no salt to preserve it with."

"Then jerk* it," said the man, "as the Indians do their venison."

The Indians now became daily more unruly. Entering the fort in defiance of the sentinels, they made their way without ceremony into the officers' quarters. On one occasion an Indian took up a rifle and fired it in the parlor of the commanding officer, as an expression of defiance. Some were of the opinion that this was intended among the young men as a signal for an attack. The old chiefs passed backwards and forwards among the assembled groups, with the appearance of the most lively agitation, while the squaws rushed to and fro, in great excitement, and evidently prepared for some fearful scene.

Any further manifestation of ill feeling was, however, suppressed for the present and Captain Heald, strange as it may seem, continued to entertain a conviction of having created so amicable a disposition among the Indians as would insure the safety of the command on their march to Fort Wayne.

Thus passed the time until the 12th of August. The feelings of the inmates of the fort during this time may be better imagined than described. Each morning that dawned seemed to bring them nearer to that most appalling fate—butchery by a savage foe—and at night they scarcely dared yield to slumber, lest they should be aroused by the war-whoop and tomahawk. Gloom and mistrust prevailed, and the want of unanimity among the

* This is done by cutting the meat in thin slices, placing it upon a scaffold, and making a fire under it, which dries it and smokes it at the same time.

The Early Day in the Northwest

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The Early Day in the Northwest

officers debared them the consolation they might have found in mutual sympathy and encouragement.

The Indians being assembled from the neighboring villages, a council was held with them on the afternoon of the 12th. Captain Heald alone attended on the part of the military. He requested his officers to accompany him, but they declined. They had been secretly informed that it was the intention of the young chiefs to fall upon the officers and massacre them while in council, but they could not persuade Captain Heald of the truth of their information. They waited therefore only until he had left the garrison, accompanied by Mr. Kinzie, when they took command of the block-houses which overlooked the esplanade on which the council was held, opened the port-holes, and pointed the cannon so as to command the whole assembly. By this means, probably, the lives of the whites who were present in council were preserved.

In council, the commanding officer informed the Indians that it was his intention to distribute among them, the next day, not only the goods lodged in the United States' factory, but also the ammunition and provisions, with which the garrison was well supplied. He then requested of the Potawatamies an escort to Fort Wayne, promising them a liberal reward on arriving there, in addition to the presents they were now about to receive. With many professions of friendship and good will, the savages assented to all he proposed, and promised all he required.

After the council, Mr. Kinzie, who understood well, not only the Indian character, but the present tone of feeling among them, had a long interview with Captain Heald, in hopes of opening his eyes to the present posture of affairs. He reminded him that since the troubles with the Indians upon the Wabash and its vicinity, there had appeared a settled plan of hostilities towards the whites, in consequence of which it had been the policy of the

Massacre at Chicago

Americans to withhold from them whatever would enable them to carry on their warfare upon the defenceless inhabitants of the frontier.

Mr. Kinzie also recalled to Captain Heald how that, having left home for Detroit, the preceding autumn, on receiving, when he had proceeded as far as De Charme's,* the intelligence of the battle of Tippecanoe, he had immediately returned to Chicago, that he might dispatch orders to his traders to furnish no ammunition to the Indians; in consequence of which all they had on hand was secreted, and such of the traders as had not already started for their wintering-grounds, took neither powder nor shot with them.

Captain Heald was struck with the impolicy of furnishing the enemy (for such they must now consider their old neighbors) with arms against himself, and determined to destroy all the ammunition except what should be necessary for the use of his own troops.

On the 13th, the goods, consisting of blankets, broad-cloths, calicoes, paints, etc., were distributed, as stipulated. The same evening the ammunition and liquor were carried, part into the sally-port, and thrown into a well which had been dug there to supply the garrison with water in case of emergency; the remainder was transported as secretly as possible through the northern gate, the heads of the barrels knocked in, and the contents poured into the river.

The same fate was shared by a large quantity of alcohol belonging to Mr. Kinzie, which had been deposited in a warehouse near his residence opposite the fort.

The Indians suspected what was going on, and crept, serpent-like, as near the scene of action as possible, but a vigilant watch was kept up, and no one was suffered to

* A trading-establishment—now Ypsilanti.

The Early Day in the Northwest

approach but those engaged in the affair. All the muskets not necessary for the command on the march were broken up and thrown into the well, together with the bags of shot, flints, gunscres, and, in short, everything relating to weapons of offence.

Some relief to the general feeling of despondency was afforded, by the arrival, on the 14th of August, of Captain Wells* with fifteen friendly Miamis.

Of this brave man, who forms so conspicuous a figure in our frontier annals, it is unnecessary here to say more than that he had been residing from his boyhood among the Indians, and consequently possessed . . . perfect knowledge of their character and habits.

He had heard, at Fort Wayne, of the order for evacuating the fort at Chicago, and, knowing the hostile determination of the Pottowattamies, he had made a rapid march across the country, to prevent the exposure of his relative, Captain Heald, and his troops, to certain destruction.

But he came "all too late." When he reached the post he found that the ammunition had been destroyed, and the provisions given to the Indians. There was, therefore, now no alternative, and every preparation was made for the march of the troops on the following morning.

On the afternoon of the same day, a second council was held with the Indians. They expressed great indignation at the destruction of the ammunition and liquor.

Notwithstanding the precautions that had been taken to preserve secrecy, the noise of knocking in the heads of

* Captain Wells, when a boy, was stolen, by the Miami Indians, from the family of Hon. Nathaniel Pope, in Kentucky. Although recovered by them, he preferred to return and live among his new friends. He married a Miami woman, and became a chief of the nation. He was the father of the late Mrs. Judge Wolcott, of Maumee, Ohio.

Massacre at Chicago

the barrels had betrayed the operations of the preceding night; indeed, so great was the quantity of liquor thrown into the river, that the taste of the water the next morning was, as one expressed it, "strong grog."

Murmurs and threats were everywhere heard among the savages. It was evident that the first moment of exposure would subject the troops to some manifestations of their disappointment and resentment.

Among the chiefs were several who, although they shared the general hostile feeling of their tribe towards the Americans, yet retained a personal regard for the troops at this post, and for the few white citizens of the place. These chiefs exerted their utmost influence to allay the revengeful feelings of the young men, and to avert their sanguinary designs, but without effect.

On the evening succeeding the council, *Black Partridge*,* a conspicuous chief, entered the quarters of the commanding officer.

"Father," said he, "I come to deliver up to you the medal I wear. It was given me by the Americans, and I have long worn it in token of our mutual friendship. But our young men are resolved to inbrue their hands in the blood of the whites. I cannot restrain them, and I will not wear a token of peace while I am compelled to act as an enemy."

Had further evidence been wanting, this circumstance would have sufficiently proved to the devoted band the justice of their melancholy anticipations. Nevertheless, they went steadily on with the necessary preparations; and, amid the horrors of their situation, there were not wanting gallant hearts, who strove to encourage, in their desponding companions, the hopes of escape they were far from indulging themselves.

* "Mucktee-Benais" was his Indian name.

The Early Day in the Northwest

Of the ammunition there had been reserved but twenty-five rounds, besides one box of cartridges, contained in the baggage-wagons. This must, under any circumstances of danger, have proved an inadequate supply; but the prospect of a fatiguing march, in their present ineffective state, forbade the troops embarrassing themselves with a larger quantity.



CHAPTER XIX

NARRATIVE OF THE MASSACRE, CONTINUED

THE morning of the 15th arrived. All things were in readiness, and nine o'clock was the hour named for starting.

Mr. Kinzie, having volunteered to accompany the troops in their march, had intrusted his family to the care of some friendly Indians, who promised to convey them in a boat around the head of Lake Michigan to a point* on the St. Joseph River, there to be joined by the troops, should the prosecution of their march be permitted them.

Early in the morning Mr. Kinzie received a message from To-pee-nee-bee,* a chief of the St. Joseph's band, informing him that mischief was intended by the Pottowattamies who had engaged to escort the detachment, and urging him to relinquish his design of accompanying the troops by land, promising him that the boat containing himself and family should be permitted to pass in safety to St. Joseph's.

Mr. Kinzie declined acceding to this proposal, as he believed that his presence might operate as a restraint upon the fury of the savages, so warmly were the greater part of them attached to himself and his family.

* The spot now called Bertrand, then known as *Parc aux Yaches*, from its having been a favorite "stamping-ground" of the buffalo which then abounded in the country.

* A Potawatomi chief told Draper (235175) that when hard-pressed by the hostiles Captain Wells saw Topeechee and said to him "Father, I want to live." Whereat the chief replied, "My son, you can live." But he could not restrain the murderous fury of the younger warriors.

The Early Day in the Northwest

The party in the boat consisted of Mrs. Kinzie and her four younger children, their nurse Josette, a clerk of Mr. Kinzie's, two servants and the boatmen, besides the two Indians who acted as their protectors. The boat started, but had scarcely reached the mouth of the river, which, it will be recollected, was here half a mile below the fort, when another messenger from To-pee-nee-bee arrived to detain them where they were. There was no mistaking the reason of this detention.

In breathless anxiety sat the wife and mother. She was a woman of uncommon energy and strength of character, yet her heart died within her as she folded her arms around her helpless infants, and gazed upon the march of her husband and eldest child to certain destruction.

As the troops left the fort, the band struck up the Dead March. On they came, in military array, but with solemn mien. Captain Wells took the lead at the head of his little band of Miamis. He had blackened his face before leaving the garrison, in token of his impending fate. They took their route along the lake shore. When they reached the point where commenced a range of sand-hills intervening between the prairie and the beach, the escort of Pottowattamies, in number about five hundred, kept the level of the prairie, instead of continuing along the beach with the Americans and Miamis.

They had marched perhaps a mile and a half, when Captain Wells, who had kept somewhat in advance with his Miamis, came riding furiously back.

"They are about to attack us," shouted he; "form instantly, and charge upon them."

Scarcely were the words uttered, when a volley was showered from among the sand-hills. The troops were hastily brought into line, and charged up the bank. One man, a veteran of seventy winters, fell as they ascended. The remainder of the scene is best described in the words

Narrative of the Massacre

of an eye-witness and participator in the tragedy, Mrs. Helm,* the wife of Captain, (then Lieutenant) Helm, and step-daughter of Mr. Kinzie.

"After we had left the bank the firing became general. The Miamis fled at the outset. Their chief rode up to the Pottowattamies, and said:

"You have deceived the Americans and us. You have done a bad action, and (brandishing his tomahawk) I will be the first to head a party of Americans to return and punish your treachery. So saying, he galloped after his companions, who were now scouring across the prairies. The troops behaved most gallantly. They were but a handful, but they seemed resolved to sell their lives as dearly as possible. Our horses pranced and bounded, and could hardly be restrained as the balls whistled among them. I drew off a little, and gazed upon my husband and father, who were yet unharmed. I felt that my hour was come, and endeavored to forget those I loved, and prepare myself for my approaching fate.

"While I was thus engaged, the surgeon, Dr. Van Voorthees, came up. He was badly wounded. His horse had been shot under him, and he had received a ball in his leg. Every muscle of his face was quivering with the agony of terror. He said to me, 'Do you think they will take our lives? I am badly wounded, but I think not mortally. Perhaps we might purchase our lives by promising them a large reward. Do you think there is any chance?'

"Mrs. Helm is represented by the female figure in the bronze group erected by George M. Pullman, at the foot of 18th Street, to commemorate the massacre which took place at that spot.

* E. G.

The Early Day in the Northwest

"'Dr. Van Voorhees,' said I, 'do not let us waste the few moments that yet remain to us in such vain hopes. Our fate is inevitable. In a few moments we must appear before the bar of God. Let us make what preparation is yet in our power.'"

"'Oh, I cannot die!' exclaimed he, 'I am not fit to die—if I had but a short time to prepare—death is awful!'"

"I pointed to Ensign Ronan, who, though mortally wounded and nearly down, was still fighting with desperation on one knee."

"'Look at that man!' said I. 'At least he dies like a soldier.'"

"'Yes,' replied the unfortunate man, with a convulsive gasp, 'but he has no terrors of the future—he is an unbeliever!'"

"At this moment a young Indian raised his tomahawk at me. By springing aside, I partially avoided the blow, which was intended for my skull, but which alighted on my shoulder. I seized him around the neck, and while exerting my utmost efforts to get possession of his scalping-knife, which hung in a scabbard over his breast, I was dragged from his grasp by another and older Indian."

"The latter bore me struggling and resisting towards the lake. Notwithstanding the rapidity with which I was hurried along, I recognized, as I passed them, the lifeless remains of the unfortunate surgeon. Some murderous tomahawk had stretched him upon the very spot where I had last seen him."

"I was immediately plunged into the water and held there with a forcible hand, notwithstanding my resist-

• The exact spot of this encounter was about where 21st Street crosses Indiana Avenue.—E. K. G.

Narrative of the Massacre

ance. I soon perceived, however, that the object of my captor was not to drown me, for he held me firmly in such a position as to place my head above water. This reassured me, and, regarding him attentively, I soon recognized, in spite of the paint with which he was disguised, *The Black Partridge*.

"When the firing had nearly subsided, my preserver bore me from the water and conducted me up the sand-banks. It was a burning August morning, and walking through the sand in my drenched condition was exceedingly painful and fatiguing. I stooped and took off my shoes to free them from the sand with which they were nearly filled, when a squaw seized and carried them off, and I was obliged to proceed without them."

"When we had gained the prairie, I was met by my father, who told me that my husband was safe and but slightly wounded. They led me gently back toward the Chicago River, along the southern bank of which was the Pottowattamie encampment. At one time I was placed upon a horse without a saddle, but, finding the motion insupportable, I sprang off. Supported partly by my kind conductor, *Black Partridge*, and partly by another Indian, Pee-so-tum, who held dangling in his hand a scalp, which by the black ribbon around the queue I recognized as that of Captain Wells, I dragged my fainting steps to one of the wigwams."

"The wife of Wau-bee-nee-mah, a chief from the Illinois River, was standing near, and, seeing my exhausted condition, she seized a kettle, dipped up some water from a stream that flowed near,* threw into it some maple-sugar, and, stirring it up with her hand, gave it me to drink. This act of kindness, in the midst of so many

• Along the present State Street.—E. K. G.

The Early Day in the Northwest

horrors, touched me most sensibly; but my attention was soon diverted to other objects.

"The fort had become a scene of plunder to such as remained after the troops marched out. The cattle had been shot down as they ran at large, and lay dead or dying around. This work of butchery had commenced just as we were leaving the fort. I well remembered a remark of Ensign Roman, as the firing went on. 'Such,' turning to me, 'is to be our fate—to be shot down like brutes!'

"Well, sir' said the commanding officer, who overheard him, 'are you afraid?'

"No,' replied the high-spirited young man, 'I can march up to the enemy where you dare not show your face.' And his subsequent gallant behavior showed this to be no idle boast.

"As the noise of the firing grew gradually less and the stragglers from the victorious party came dropping in, I received confirmation of what my father had hurriedly communicated in our *rencontre* on the lake shore; namely, that the whites had surrendered, after the loss of about two-thirds of their number. They had stipulated, through the interpreter, Peresh Leclerc, for the preservation of their lives, and those of the remaining women and children, and for their delivery at some of the British posts, unless ransomed by traders in the Indian country. It appears that the wounded prisoners were not considered as included in the stipulation, and a horrid scene ensued upon their being brought into camp.

"An old squaw, infuriated by the loss of friends, or excited by the sanguinary scenes around her, seemed possessed by a demoniac ferocity. She seized a stable-fork and assaulted one miserable victim, who lay groaning and writhing in the agony of his wounds, aggravated by the scorching beams of the sun. With a delicacy of feeling

Narrative of the Massacre

scarcely to have been expected under such circumstances, Wau-bee-nee-mah stretched a mat across two poles, between me and this dreadful scene. I was thus spared in some degree a view of its horrors, although I could not entirely close my ears to the cries of the sufferer. The following night five more of the wounded prisoners were tomahawked."

The Americans, it appears, after their first attack by the Indians, charged upon those who had concealed themselves in a sort of ravine, intervening between the sand-banks and the prairie. The latter gathered themselves into a body, and after some hard fighting, in which the number of whites had become reduced to twenty-eight, this little band succeeded in breaking through the enemy, and gaining a rising ground, not far from the Oak Woods. Further contest now seeming hopeless, Lieutenant Helm sent Peresh Leclerc, a half-breed boy in the service of Mr. Kinzie, who had accompanied the detachment and fought manfully on their side, to propose terms of capitulation. It was stipulated that the lives of all the survivors should be spared, and a ransom permitted as soon as practicable.

But in the mean time a horrible scene had been enacted. One young savage, climbing into the baggage-wagon containing the children of the white families, twelve in number, tomahawked the entire group. This was during the engagement near the sand-hills. When Captain Wells, who was fighting near, beheld it, he exclaimed,—

"Is that their game, butchering the women and children? Then I will kill, too!"

So saying, he turned his horse's head, and started for the Indian camp, near the fort, where had been left their squaws and children.

The Early Day in the Northwest

Several Indians pursued him as he galloped along. He laid himself flat on the neck of his horse, loading and firing in that position, as he would occasionally turn on his pursuers. At length their balls took effect, killing his horse, and severely wounding himself. At this moment he was met by *Winnemeg* and *Wau-bun-see*, who endeavored to save him from the savages who had now overtaken him. As they supported him along, after having disengaged him from his horse, he received his death-blow from another Indian, *Pee-so-tum*, who stabbed him in the back.

The heroic resolution of one of the soldiers' wives deserves to be recorded. She was Mrs. Corbin, and had, from the first, expressed the determination never to fall into the hands of the savages, believing that their prisoners were always subjected to tortures worse than death.

When, therefore, a party came upon her, to make her a prisoner, she fought with desperation, refusing to surrender, although assured, by signs, of safety and kind treatment, and literally suffered herself to be cut to pieces, rather than become their captive.

There was a Sergeant Holt, who, early in the engagement, received a ball in the neck. Finding himself badly wounded, he gave his sword to his wife, who was on horseback near him, telling her to defend herself; he then made for the lake, to keep out of the way of the balls. Mrs. Holt rode a very fine horse, which the Indians were desirous of possessing, and they therefore attacked her, in hopes of dismounting her.

They fought only with the butt-ends of their guns, for their object was not to kill her. She hacked and hewed at their pieces as they were thrust against her, now on this side, now that. Finally, she broke loose from them, and dashed out into the prairie. The Indians pursued her,

Narrative of the Massacre

shouting and laughing, and now and then calling out,—
"The brave woman! do not hurt her!"

At length they overtook her again, and, while she was engaged with two or three in front, one succeeded in seizing her by the neck behind, and dragging her, although a large and powerful woman, from her horse. Notwithstanding that their guns had been so hacked and injured, and even themselves cut severely, they seemed to regard her only with admiration. They took her to a trader on the Illinois River, by whom she was restored to her friends, after having received every kindness during her captivity.*

Those of the family of Mr. Kinzie who had remained in the boat near the mouth of the river, were carefully guarded by Kee-po-tah and another Indian. They had seen the smoke—then the blaze—and immediately after, the report of the first tremendous discharge sounded in their ears. Then all was confusion. They realized nothing until they saw an Indian come toward them from the battle-ground, leading a horse on which sat a lady, apparently wounded. "That is Mrs. Heald," cried Mrs. Kinzie. "That Indian will kill her. Run, Chandonnai, to one of Mr. Kinzie's clerks, 'take the mule that is tied there, and offer it to him to release her.'"

Her captor, by this time, was in the act of disengaging her bonnet from her head, in order to scalp her. Chandonnai ran up, and offered the mule as a ransom, with the

* Mrs. Holt is believed to be still living, in the State of Ohio.
† Jean Baptiste Chandonnai was a halfbreed, adopted by his aunt and her husband, Charles Chandonnai. In 1814 he killed his uncle who adhered to the British side. Chandonnai visited the Heads in Missouri about 1831. They treated him with honor. He is thought to have died in Michigan before the removal of the Potawatomi to the west.

The Early Day in the Northwest

promise of ten bottles of whiskey as soon as they should reach the village. The latter was a strong temptation.

"But," said the Indian, "she is badly wounded—she will die. Will you give me the whisky at all events?"

Chandonnai promised that he would, and the bargain was concluded. The savage placed the lady's bonnet on his own head, and after an ineffectual effort on the part of some squaws to rob her of her shoes and stockings, she was brought on board the boat, where she lay moaning with pain from the many bullet-wounds she had received in both arms.

The horse Mrs. Heald had ridden was a fine, spirited animal, and being desirous of possessing themselves of it uninjured, the Indians had aimed their shots so as to disable the rider, without injuring her steed.

She had not lain long in the boat, when a young Indian of savage aspect was seen approaching. A buffalo robe was hastily drawn over her, and she was admonished to suppress all sound of complaint, as she valued her life.

The heroic woman remained perfectly silent, while the savage drew near. He had a pistol in his hand, which he rested on the side of the boat, while, with a fearful scowl, he looked pryingly around. Black Jim, one of the servants, who stood in the bow of the boat, seized an axe that lay near, and signed to him that if he shot, he would cleave his skull; telling him that the boat contained only the family of Shaw-nee-aw-kee. Upon this, the Indian retired. It afterwards appeared that the object of his search was Mr. Burnett, a trader from St. Joseph's, with whom he had some account to settle.

When the boat was at length permitted to return to the mansion of Mr. Kinzie, and Mrs. Heald was removed to the house, it became necessary to dress her wounds.

Mr. K. applied to an old chief who stood by, and who, like most of his tribe, possessed some skill in surgery, to extract a ball from the arm of the sufferer.

Narrative of the Massacre

"No, father," replied he. "I cannot do it—it makes me sick here,"—(placing his hand on his heart).

Mr. Kinzie then performed the operation himself, with his penknife.

At their own mansion the family of Mr. Kinzie were closely guarded by their Indian friends, whose intention it was to carry them to Detroit for security. The rest of the prisoners remained at the wigwams of their captors.

The following morning, the work of plunder being completed, the Indians set fire to the fort. A very equitable distribution of the finery appeared to have been made, and shawls, ribbons, and feathers fluttered about in all directions. The ludicrous appearance of one young fellow, who had arrayed himself in a muslin gown and the bonnet of one of the ladies, would, under other circumstances, have afforded matter of amusement.

Black Partridge, Wau-ban-see, and Kee-po-tah, with two other Indians, having established themselves in the porch of the building as sentinels, to protect the family from any evil that the young men might be excited to commit, all remained tranquil for a short space after the conflagration.

Very soon, however, a party of Indians from the Washash made their appearance. These were, decidedly, the most hostile and implacable of all the tribes of the Pottowattamies.

Being more remote, they had shared less than some of their brethren in the kindness of Mr. Kinzie and his family, and consequently their sentiments of regard for them were less powerful.

Runners had been sent to the villages to apprise them of the intended evacuation of the post, as well as of the plan of the Indians assembled to attack the troops.

Thirsting to participate in such a scene, they hurried on; and great was their mortification, on arriving at the river Aux Plaines, to meet with a party of their friends

The Early Day in the Northwest

having with them their chief Nee-scot-nee-meg, badly wounded, and to learn that the battle was over, the spoils divided, and the scalps all taken.

On arriving at Chicago they blackened their faces, and proceeded towards the dwelling of Mr. Kinzie.

From his station on the piazza Black Partridge watched their approach, and his fears were particularly awakened for the safety of Mrs. Helm (Mr. Kinzie's step-daughter), who had recently come to the post, and was personally unknown to the more remote Indians. By his advice she was made to assume the ordinary dress of a Frenchwoman of the country; namely, a short gown and petticoat, with a blue cotton handkerchief wrapped around her head. In this disguise she was conducted by Black Partridge himself to the house of Oulimette, a Frenchman with a half-breed wife, who formed a part of the establishment of Mr. Kinzie and whose dwelling was close at hand.

It so happened that the Indians came first to this house, in their search for prisoners. As they approached, the inmates, fearful that the fair complexion and general appearance of Mrs. Helm might betray her for an American, raised a large feather bed and placed her under the edge of it, upon the bedstead, with her face to the wall. Mrs. Bisson, a half-breed, the sister of Oulimette's wife, then seated herself with her sewing upon the front of the bed. It was a hot day in August, and the feverish excitement of fear and agitation, together with her position, which was nearly suffocating, became so intolerable, that Mrs. Helm at length entreated to be released and given up to the Indians.

"I can but die," said she; "let them put an end to my misery at once."

Mrs. Bisson replied, "Your death would be the destruction of us all, for Black Partridge has resolved that if one

Narrative of the Massacre

drop of the blood of your family is spilled, he will take the lives of all concerned in it, even his nearest friends; and if once the work of murder commences, there will be no end of it, so long as there remains one white person or half-breed in the country."

This expostulation nerved Mrs. Helm with fresh resolution.

The Indians entered, and she could occasionally see them from her hiding-place, gliding about, and stealthily inspecting every part of the room, though without making any ostensible search, until, apparently satisfied that there was no one concealed, they left the house.

All this time Mrs. Bisson had kept her seat upon the side of the bed, calmly sorting and arranging the patch-work of the quilt on which she was engaged, and preserving an appearance of the utmost tranquility, although she knew not but the next moment she might receive a tomahawk in her brain. Her self-command unquestionably saved the lives of all present.

From Oulimette's house the party of Indians proceeded to the dwelling of Mr. Kinzie. They entered the parlor in which the family were assembled with their faithful protectors, and seated themselves upon the floor in silence.

Black Partridge perceived from their moody and revengeful looks what was passing in their minds, but he dared not remonstrate with them. He only observed in a low tone to Wau-ban-see,—

"We have endeavored to save our friends, but it is in vain—nothing will save them now."

At this moment a friendly whoop was heard from a party of new-comers on the opposite bank of the river. Black Partridge sprang to meet their leader, as the canoes in which they had hastily embarked touched the bank near the house.

The Early Day in the Northwest

"Who are you?" demanded he.

"A man. Who are you?"

"A man like yourself. But tell me *who* you are,—meaning, Tell me your disposition, and which side you are for.

"I am a *Sau-ga-nash*!"

"Then make all speed to the house—your friend is in danger, and you alone can save him."

Billy Caldwell, for it was he, entered the parlor with a calm step, and without a trace of agitation in his manner. He deliberately took off his accoutrements and placed them with his rifle behind the door, then saluted the hostile savages.

"How now, my friends! A good-day to you. I was told there were enemies here, but I am glad to find only friends. Why have you blackened your faces? Is it that you are mourning for the friends you have lost in battle?" (purposefully misunderstanding this token of evil designs)
"Or—is it that you are fasting? If so, ask our friend, here, and he will give you to eat. He is the Indians' friend, and never yet refused them what they had need of."

Thus taken by surprise, the savages were ashamed to acknowledge their bloody purpose. They, therefore, said modestly that they came to beg of their friends some white cotton in which to wrap their dead before interring them. This was given to them, with some other presents, and they took their departure peaceably from the premises.

Along with Mr. Kinzie's party was a non-commissioned officer who had made his escape in a singular manner. As the troops were about leaving the fort, it was found

* Billy Caldwell was a half-breed, and a chief of the nation. In his reply, "*I am a Sau-ga-nash*," or Englishman, he designed to convey, "*I am a white man*." Had he said, "*I am a Potawatamie*," it would have been interpreted to mean, "*I belong to my nation, and am prepared to go all lengths with them*."

Narrative of the Massacre

that the baggage-horses of the surgeon had strayed off. The quartermaster-sergeant, Griffith,⁷⁰ was sent to collect them and bring them on, it being absolutely necessary to recover them, since their packs contained part of the surgeon's apparatus, and the medicines for the march.

This man had been for a long time on the sick report, and for this reason was given the charge of the baggage, instead of being placed with the troops. His efforts to recover the horses being unsuccessful, he was hastening to rejoin his party, alarmed at some appearances of disorder and hostile indications among the Indians, when he was met and made prisoner by To-pee-nee-bee.

Having taken from him his arms and accoutrements, the chief put him into a canoe and paddled him across the river, bidding him make for the woods and secrete himself. This he did; and the following day, in the afternoon, seeing from his lurking-place that all appeared quiet, he ventured to steal cautiously into the garden of Oulmette, where he concealed himself for a time behind some currant-bushes.

At length he determined to enter the house, and accordingly climbed up through a small back window into the room where the family were. This was just as the Wash Indians had left the house of Oulmette for that of Mr. Kinzie. The danger of the sergeant was now imminent. The family stripped him of his uniform and arrayed him in a suit of deer-skin, with belt, moccasins, and pipe, like a French engagé. His dark complexion and large black whiskers favored his disguise. The family were all ordered to address him in French, and, although utterly ignorant of the language, he continued to pass for a *Wem-tee-gosh*,⁷¹ and as such to accompany Mr. Kinzie

⁷⁰ Sergeant William Griffith accompanied Captain Heald to Mackinac where they were both paroled by the British officer at that place.

⁷¹ Frenchman.

The Early Day in the Northwest

and his family, undetected by his enemies, until they reached a place of safety.

On the third day after the battle, the family of Mr. Kinzie, with the clerks of the establishment, were put into a boat, under the care of François, a half-breed interpreter, and conveyed to St. Joseph's, where they remained until the following November, under the protection of To-pee-nee-bee's band. They were then conducted to Detroit, under the escort of Chandonnai and their trusty Indian friend, Kee-po-tah, and delivered up, as prisoners of war, to Colonel McKee, the British Indian Agent.

Mr. Kinzie was not allowed to leave St. Joseph's with his family, his Indian friends insisting on his remaining and endeavoring to secure some remnant of his scattered property. During his excursions with them for that purpose, he wore the costume and paint of the tribe, in order to escape capture and perhaps death at the hands of those who were still thirsting for blood. In time, however, his anxiety for his family induced him to follow them to Detroit, where, in the month of January, he was received and paroled by General Proctor.

Captain and Mrs. Heald were sent across the lake to St. Joseph the day after the battle. The former had received two wounds, the latter seven, in the engagement.

Lieutenant Helm, who was likewise wounded, was carried by some friendly Indians to their village on the Au-Sable, and thence to Peoria, where he was liberated by the intervention of Mr. Thomas Forsyth, the half-brother of Mr. Kinzie. Mrs. Helm accompanied her parents to St. Joseph, where they resided in the family of Alexander Robinson,* receiving from them all possible kindness and hospitality for several months.

* The Pottowattamie chief, so well known to many of the citizens of Chicago, now (1870) residing at the Aux Plaines.

Narrative of the Massacre

After their arrival in Detroit, Mrs. Helm was joined by her husband, when they were both arrested by order of the British commander, and sent on horseback, in the dead of winter, through Canada to Fort George, on the Niagara frontier. When they arrived at that post, there had been no official appointed to receive them, and, notwithstanding their long and fatiguing journey in weather the most cold and inclement, Mrs. Helm, a delicate woman of seventeen years, was permitted to sit waiting in her saddle, outside the gate, for more than an hour, before the refreshment of fire or food, or even the shelter of a roof, was offered them. When Colonel Sheaffe, who had been absent at the time, was informed of this brutal hospitality, he expressed the greatest indignation. He waited on Mrs. Helm immediately, apologized in the most courteous manner, and treated both her and Lieutenant Helm with the most considerate kindness, until, by an exchange of prisoners, they were liberated, and found means to reach their friends in Steuben County, N.Y.

Captain Heald had been taken prisoner by an Indian from the Kankakee, who had a strong personal regard for him, and who, when he saw the wounded and enfeebled state of Mrs. Heald, released her husband that he might accompany his wife to St. Joseph. To the latter place they were accordingly carried, as has been related, by Chandonnai and his party. In the mean time, the Indian who had so nobly released his prisoner returned to his village on the Kankakee, where he had the mortification of finding that his conduct had excited great dissatisfaction among his band. So great was the displeasure manifested, that he resolved to make a journey to St. Joseph and reclaim his prisoner.

News of his intention being brought to To-pee-nee-bee and Kee-po-tah, under whose care the prisoners were, they

The Early Day in the Northwest

held a private council with Chandonnai, Mr. Kinzie, and the principal men of the village, the result of which was a determination to send Captain and Mrs. Heald to the island of Mackinac, and deliver them up to the British.

They were accordingly put in a bark canoe, and paddled by Robinson and his wife a distance of three hundred miles along the coast of Michigan, and surrendered as prisoners of war to the commanding officer at Mackinac.

As an instance of the procrastinating spirit of Captain Heald, it may be mentioned that, even after he had received certain intelligence that his Indian captor was on his way from the Kankakee to St. Joseph to retake him, he would still have delayed another day at that place, to make preparation for a more comfortable journey to Mackinac.

The soldiers, with their wives and surviving children, were dispersed among the different villages of the Pottowattamies upon the Illinois, Wabash, Rock River, and at Milwaukee, until the following spring, when they were, for the most part, carried to Detroit and ransomed.

Mrs. Burns, with her infant, became the prisoner of a chief, who carried her to his village and treated her with great kindness. His wife, from jealousy of the favor shown to "the white woman" and her child, always treated them with great hostility. On one occasion she struck the infant an end to it altogether.* They were not left long in the power of the old hag after this demonstration, but on the first opportunity were carried to a place of safety.

The family of Mr. Lee had resided in a house on the Lake shore, not far from the fort. Mr. Lee was the owner

* Twenty-two years after this, as I was on a journey to Chicago in the steamer *Unde Sam*, a young woman, hearing my name, introduced herself to me, and, raising the hair from her forehead, showed me the mark of the tomahawk which had so nearly been fatal to her.

Narrative of the Massacre

of Lee's Place, which he cultivated as a farm. It was his son who ran down with the discharged soldier to give the alarm of "Indians" at the fort, on the afternoon of the 7th of April. The father, the son, and all the other members of the family had fallen victims on the 15th of August, except Mrs. Lee and her young infant. These were claimed by Black Partridge, and carried to his village on the Au Sable. He had been particularly attached to the little girl of Mrs. Lee's about twelve years of age. This child had been placed on horseback for the march; and, as she was unaccustomed to the exercise, she was tied fast to the saddle, lest by any accident she should slip off or be thrown.

She was within reach of the balls at the commencement of the engagement, and was severely wounded. The horse set off on a full gallop, which partly threw her, but she was held fast by the bands which confined her, and hung dangling as the animal ran violently about. In this state she was met by Black Partridge, who caught the horse and disengaged her from the saddle. Finding her so much wounded that she could not recover, and that she was suffering great agony, he put the finishing stroke to her at once with his tomahawk. He afterwards said that this was the hardest thing he ever tried to do, but he did it because he could not bear to see her suffer.

He took the mother and her infant to his village, where he became warmly attached to the former—so much so that he wished to marry her; but, as she very naturally objected, he treated her with the greatest respect and consideration. He was in no hurry to release her, for he was in hopes of prevailing on her to become his wife. In the course of the winter her child fell ill. Finding that none of the remedies within their reach were effectual, Black Partridge proposed to take the little one to Chicago, where there was now a French trader living in the man-

The Early Day in the Northwest

sion of Mr. Kinzie, and procure some medical aid from him. Wrapping up his charge with the greatest care, he set out on his journey.

When he arrived at the residence of M. Du Pin, he entered the room where he was, and carefully placed his burden on the floor.

"What have you there?" asked M. Du Pin.

"A young raccoon, which I have brought you as a present," was the reply; and, opening the pack, he showed the little sick infant.

When the trader had prescribed for its complaint, and Black Partridge was about to return to his home, he told his friend of the proposal he had made to Mrs. Lee to become his wife, and the manner in which it had been received.

M. Du Pin, entertained some fears that the chief's honorable resolution to leave it to the lady herself whether to accept his addresses or not, might not hold out, entered at once into a negotiation for her ransom, and so effectually wrought upon the good feelings of Black Partridge that he consented to bring his fair prisoner at once to Chicago, that she might be restored to her friends.

Whether the kind trader had at the outset any other feelings in the matter than sympathy and brotherly kindness, we cannot say; we only know that in process of time Mrs. Lee became Madame Du Pin, and that the worthy couple lived together in great happiness for many years after.

The fate of Nau-non-gee, one of the chiefs of the Calumet village, and who is mentioned in the early part of the narrative, deserves to be recorded.

During the battle of the 15th of August, the chief object of his attack was one Sergeant Hays, a man from whom he had received many acts of kindness.

After Hays had received a ball through the body, this

Narrative of the Massacre

Indian ran up to him to tomahawk him, when the sergeant, collecting his remaining strength, pierced him through the body with his bayonet. They fell together. Other Indians running up soon dispatched Hays, and it was not until then that his bayonet was extracted from the body of his adversary.

The wounded chief was carried after the battle to his village on the Calumet, where he survived for several days. Finding his end approaching, he called together his young men, and enjoined them, in the most solemn manner, to regard the safety of their prisoners after his death, and to take the lives of none of them from respect to his memory, as he deserved his fate from the hands of those whose kindness he had so ill requited.



Fort Dearborn and the Massacre

In 1796, British troops at last prepared to quit the lake country under a new treaty with England obtained by John Jay. At the same time, the Spaniards agreed to open the Mississippi to American trade. On July 11, 1796, United States troops took possession of Detroit. There was talk of a series of forts, including one at Chicago. But first a Great Lakes fleet would be needed for reinforcement and supply. Construction of two ships was ordered. The brig *Adams* and the sloop *Tracy* were put on the ways in a new shipyard at Detroit.

Nothing happened at Chicago. In August 1798, William Burnett, a trader settled in St. Joseph, informed his Montreal supplier that he had taken a house near the Chicago Portage in anticipation of the arrival of a garrison in the fall. He expected to require "a good deal of liquors and supplies." No garrison appeared, Spain again closed the Mississippi mouth, and Burnett remained in St. Joseph.

The trade at Chicago, meanwhile, was in the capable hands of Jean Baptiste Point du Sable, a dusky man of mystery who had dwelt in ducal style on the north bank of the river, near the lake, since 1784. He had previously lived in St. Joseph, where in 1779 British soldiers arrested him on suspicion of trading with the enemy and took him to Mackinac. Du Sable's knowledge of Indian affairs had so impressed the British governor, Patrick Sinclair, that the trader was put to managing Sinclair's fur post, The Pinery, on the St. Clair River.

Three years later, Du Sable turned up in Chicago, where he built a 22-by-40 foot house of

logs and bark and filled it with paintings and fine furniture. In Detroit, where Du Sable bought supplies, it was said that he was the son of a Frenchman and a Negro mother. Du Sable himself sometimes said he was from Santo Domingo, and at other times he claimed to be a Potawatomi chief. He married a Potawatomi woman, Catherine, and prospered in the fur trade. Within ten years his improvement consisted of two barns, a horse mill, a bakehouse, a workshop, a dairy, a poultry house, and a smokehouse. His inventory included two mules, 30 head of cattle, 20 hogs, and a large store of tools.

In 1796, Du Sable had been joined by Antoine Ouilmette, a wizened French-Indian almost as dark as Du Sable himself, who settled his Potawatomi wife, Archange, and their brood of children in a log cabin to the west. Ouilmette aided Du Sable in the fur trade but was chiefly occupied in hauling boats and supplies across the Chicago Portage.

With talk rife of a fort to be built at Chicago, Du Sable inexplicably sold his house and possessions to Jean la Lime, another St. Joseph trader. He then disappeared into southern Illinois, and eventually died heavily in debt.

In 1800, Spain ceded its Mississippi River properties back to France. In 1803, the United States began negotiations with France which culminated in the Louisiana Purchase. Early that same year the government moved to claim its Chicago land. On March 9, General Henry Dearborn, Secretary of War, ordered the dispatch of an officer and six men from Detroit to select a site for

a fort at Chicago. Six weeks later, Captain John Whistler was chosen to build and command the new outpost. Whistler, a burly man six feet two inches tall, was an experienced officer who had commanded Fort Howard at Green Bay. The father of 15 children, he found it impossible to support his family on his \$40.00 a month pay and was incessantly harassed by creditors. They were reluctant to have him disappear into the wilderness, but, after some legal difficulties, Whistler left Detroit to survey the route to Chicago. On July 14 he was back to start the first troops, under Lieutenant James Strode Swearingen, on their march. Captain Whistler put his large family aboard the supply ship *Tracy*, arranging to rendezvous with Swearingen at St. Joseph.

The troops reached the John Kinzie improvement on the St. Joseph River on July 25, and three days later they encamped on the east shore of Lake Michigan, awaiting the *Tracy*, which arrived August 12. Canoes and bateaux were obtained, and on August 16 the march resumed. The troops proceeded on the beach around the lake, and the supplies, women, and children crossed by boat.

Early on August 17, 1803, the army of blue-coated men in pigtails reached the Potawatomi camp on the Calumet River. Indians peered from the sand dunes along the line of march, but there was no show of hostility. At 2 P.M. that broiling August day Lieutenant Swearingen topped the sand dunes near the river and saw Chicago. It was a depressing sight. Beyond the dunes, the prairie lay like a great saucer, with Mud Lake steaming in the center of it and tiny creeks cutting through the marshlands down to the river, which curved lazily along the lake front. Beyond the bend of the river, some 200 yards from the lake shore, squatted a few cabins and barns. Opposite, on comparatively high ground, eight feet above the water, was the fort site chosen by Captain Whistler. The river, Swearingen noted, was about 30 yards wide, and, although it was said to be 18 feet deep, the water lay foul and dead.

When the *Tracy* arrived, standing outside the sand bar which closed the mouth of the river, hundreds of Indians appeared among the dunes. They were curious and friendly, watching in awe as supplies were lightered from the ship. Captain Whistler at once put the men to work pitching tents for the temporary camp and took over La Lime's

Fort Dearborn in 1804, from the Chicago River. A mural by Lawrence C. Earle in 1909. (*Chicago Historical Society*.)



house for his family. The next day sawyers were sent out to the wooded rises in the sea of marshland to fell trees for the stockade. Since there was a shortage of horses and oxen, men dragged logs to the building site. The Potawatomis, weary of watching in the extreme heat, withdrew to their camps. Whistler learned from La Lime that they could muster 1,000 warriors, and their allies, the Kickapoos, 500 more. Whistler had 66 soldiers in his command. He pressed the building of the stockade.

Yet work on Fort Dearborn proceeded slowly. There was a lack of saws and sawyers to finish the oak logs, corn for the oxen, clothing for the men. The garrison boasted two fifers, but no fife. Fortunately the winter was mild and the hunting

was good. The men added fowl, venison, and bear meat to their meager rations. But in the summer of 1804 the fort was still incomplete, the supply problem unsolved.

Whistler got unexpected help from a new arrival. A fast-talking, hot-tempered Scotsman, he was John Kinzie, a St. Joseph trader who had bought La Lime's house and now trebled Chicago's civilian population by moving in his family and retainers. Kinzie was born in Quebec, December 27, 1763, the son of a Scotch military surgeon. He had been in the fur trade since boyhood, first along the Maumee River in Ohio until he was driven out by General Wayne, then at St. Joseph. He now claimed American citizenship, but his enemies asserted that he was a British

The building of Fort Dearborn in the summer of 1803. Captain Whistler (with glass) and his engineer, Lieutenant Swearingen. Offshore, the sloop, *Tracy*. Lack of horses and oxen forced men to drag logs to the site. A painting by Paul Strayer, reproduced by permission of the artist.



agent. He was unquestionably able in the arts of dealing with Indians and procuring supplies, and Captain Whistler eagerly solicited his aid. Soon supplies were moving down from Detroit in huge bateaux and Mackinac boats, plied by French-Canadians and half-breeds whose French boat songs could be heard a mile away. Such boats could cross the Chicago sand bar without trouble. They discharged their cargoes and some proceeded over the portage to Peoria, where Kinzie was in partnership with Thomas Forsythe and fur packs awaited them. Soon Kinzie had trading posts along the Rock River and near Milwaukee. He enlarged his house, built a porch across the front, and added to his staff of servants and engagées. By the time the fort was finished, Kinzie had made it clear that he was the top civilian in the town.

The fort, said William Johnson, a visitor, was "the neatest and best garrison in the country." Captain Whistler built it from his own plans. Inside a 12-foot stockade, surmounted with iron crow's-feet, were two blockhouses, one with two cannon, the other with one cannon and a large stand of small arms. The main gate faced south, flanked by soldiers' barracks and the hospital. To the east and west, against an inner palisade, were the officers' barracks, including the commandant's quarters. To the north of the parade was the stone magazine, the contractor's store, and a storehouse. A covered way, in which a well was dug, led to the river.

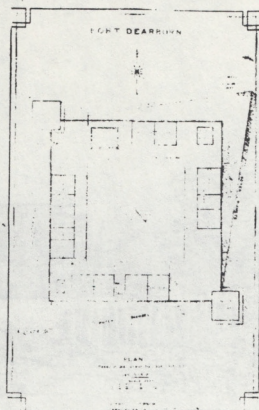
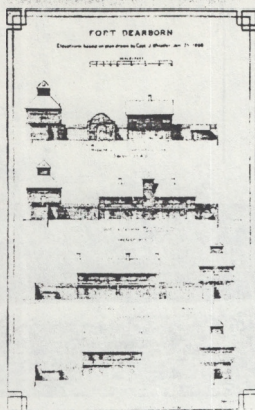
Two log houses south of the fort, beyond the garrison gardens, were occupied by Matthew Irwin, the government contractor, and Charles Jouett, the Indian agent. Both houses had loopholes for defense. To the west lay the fort cemetery. About three miles southwest, along the south branch of the river, was the farm of Charles Lee, who supplied butter and eggs to the fort. John K. Clark, a cattle dealer, built a house and corral at the south fork of the river. On the north, the homes of Kinzie, Ouilmette, La Lime, now interpreter to the garrison; Thomas Burns, a soldier whose enlistment had run out; and a French half-breed, Pierre Le May, completed the roster of villagers.

Life was not unpleasant at the fort. By day it

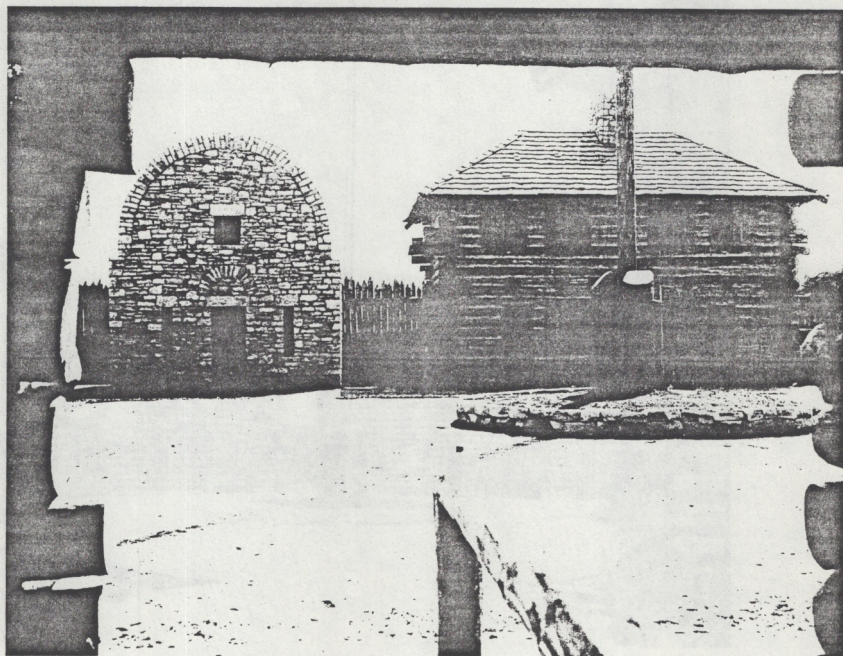
hummed as the men of the First Infantry drilled, mounted guard, maintained their gear. Indian chiefs arrived and departed, white visitors were welcomed, ships lying beyond the bar discharged supplies for the troops and government factory. In summer, the soldiers worked in the gardens, swam in the river east of the fort. There were fiesta days, as when William Whistler, son of the commandant, challenged the Indian runners to a five-mile race and won it, before throngs of howling savages and whooping soldiers. There were hunting forays, wrestling matches, dances at the Kinzie home when the officers would permit it and John was there to play the fiddle.

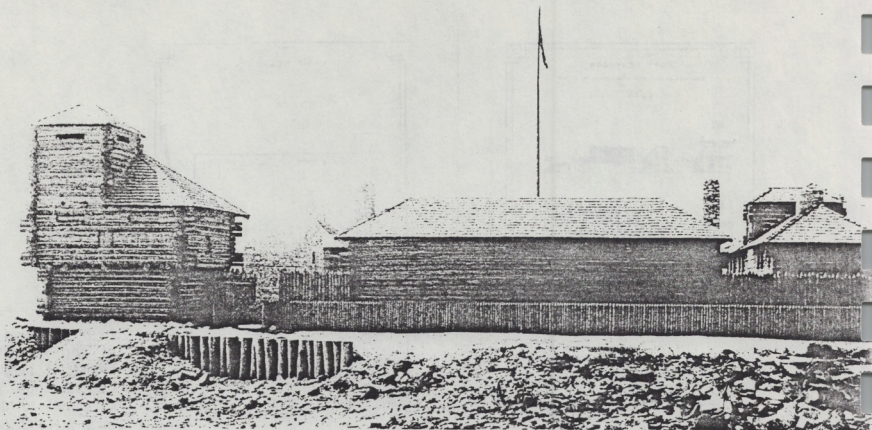
Beyond the walls, Indian tribes encamped as they arrived with furs and complaints. Pigs and half-breed children wallowed in the mudholes, drovers brought their cattle down to Clark's, and now and then a wagon train arrived from Detroit or Fort Wayne. By night, when the Indians had been paid, drunken braves rampaged, soldiers sought out squaws, fights broke out, thieves raided cattle pens, gardens, and piggeries. Chiefs protested that their warriors were debauched by the liquor trade. Braves were known to kill their wives and fling children into campfires, and squaws, liking whisky no less, sold their favors to any comer for a gill of spirits. The traders with their Potawatomi wives accepted the changes philosophically. They sold their services to the fort, rum to their brothers-in-law, and remained on excellent terms with both.

The struggle for the liquor business embroiled the officers and civilians in a vicious feud. Dr. John Cooper, the fort surgeon, had obtained sutlers' privileges and was heavily engaged in selling rum to the redskins. So was Matthew Irwin, whose dealings aroused the Potawatomis to demonstrate in protest. Cooper and Irwin allied themselves against Kinzie, who enjoyed the confidence of the Indians, paid them in silver when they wished it, and generally dominated the trade of the area. Kinzie also sold liquor, and when Captain Whistler backed Dr. Cooper, Kinzie swiftly joined forces with Irwin. They accused Whistler of using soldier labor for his personal gain and sought to have him court-martialed. Lieutenant Thomas

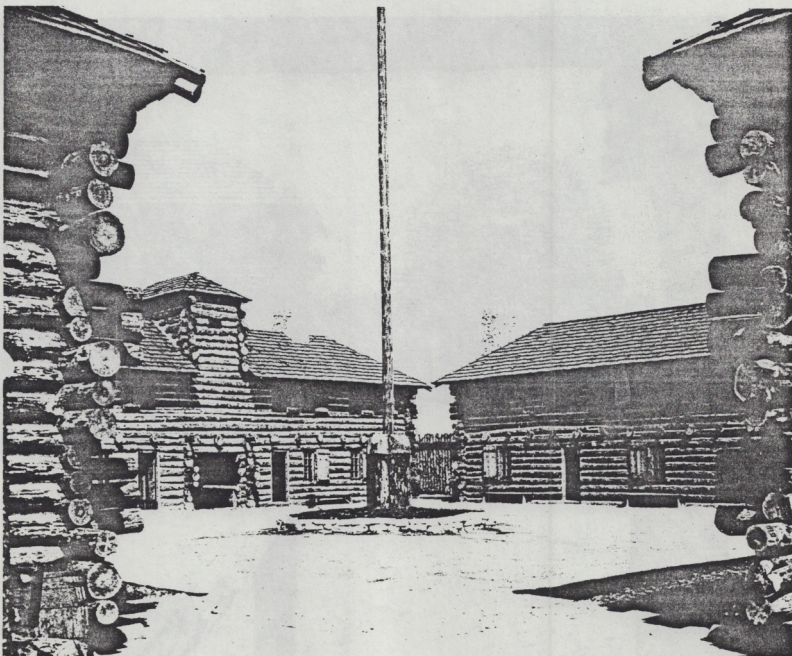


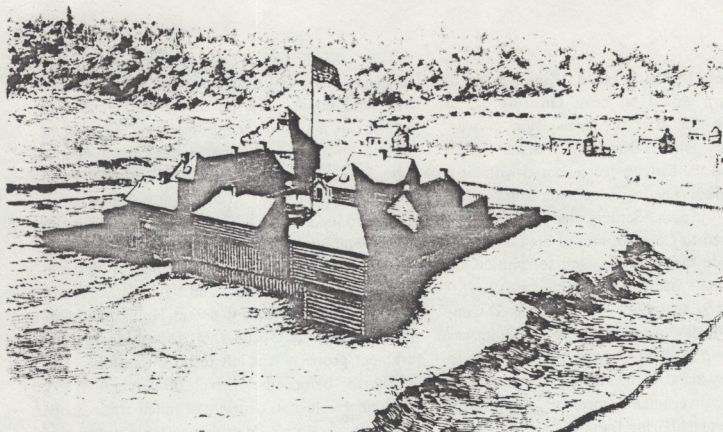
Left. The plan and elevations of Fort Dearborn redrawn by George H. Fergus in 1897 from Captain John Whistler's plans submitted to the war department in 1808. Below. Inside the fort looking toward the powder magazine, with the contractor's store on the right. These restorations for A Century of Progress Exposition were based on Whistler's plans. (*Chicago Historical Society.*)





The Fort Dearborn restoration from the west (top), showing the palisade, the northwest blockhouse, stone powder magazine, and the officers' barracks. Below, interior of the restored fort, across the parade ground. Fire destroyed the restoration in 1939. (*Kaufmann-Fabry.*)





A view of Fort Dearborn, based on Whistler's plans, drawn by Charles H. Ourand in 1897. The gates opened on what is now Michigan Avenue. (*Chicago Historical Society.*)

Hamilton, Whistler's son-in-law, challenged Kinzie to a duel but the trader cursed him roundly and declined.

The affair became so odious that the Secretary of War ordered all of the officers scattered. Whistler himself returned to Detroit. Kinzie promptly began feuding with Irwin and La Lime, the interpreter. Kinzie's supporters said that he wanted a fair deal for the Indians, a view the Potawatomis seemed to share. His enemies insisted that he wanted a monopoly of the rum trade.

The arrival of Captain Nathan Heald to command Fort Dearborn failed to check the strife. Heald, New Hampshire born, had formerly commanded at Fort Wayne. A careful, methodical officer, he sought to give his attention to the fort. But he was soon involved in a struggle with Kinzie, despite the fact that one of his officers, Lieutenant Linai T. Helm, had married Kinzie's stepdaughter, Margaret, a pretty girl of eighteen. In April 1812, the feud flared into a knife fight that proved fatal for La Lime. Kinzie, claiming he fought in self-defense, fled to the shelter of his Indian friends in Wisconsin. Irwin left Fort

Dearborn for Detroit, county seat of the territory, where he charged that La Lime had been murdered.

Other troubles beset the fort. English traders were suspected of having aroused the Indians. "They labor by every unprincipled means to instigate the savages against Americans, to inculcate the idea that we intend to drive the Indians beyond the Mississippi, and that in every purchase of land the government defrauds them," complained Dr. Isaac Van Voorhis, new surgeon at the fort.

The English were indeed busy. They distributed arms and gifts, welcomed Tecumseh to their side and made him a general. Robert Dickson, British trader, organized a company of warriors for an attack on Mackinac if war should come. In April, Captain Heald put Fort Dearborn in a virtual state of siege after Winnebagoes invaded the Lee farm at Hardscrabble and scalped two men. Down to 56 regulars in his garrison, he organized the 15 civilian men at Chicago into a militia and forbade the Indians to approach the fort.

Kinzie, deep in Indian country, sent a letter to Heald, informing him that an attack on Mackinac

was imminent. If it succeeded, Kinzie warned, Fort Dearborn would be next. On July 18, a month to the day after the declaration of war, British troops joined Dickson's Indians before Mackinac and the fort was surrendered without a shot being fired. The news spread. More tribes took to the warpath. Settlers fled to the forts. Kinzie returned to Chicago, moved his family and retainers inside the stockade, and set himself up as an unwelcome advisor to Heald.

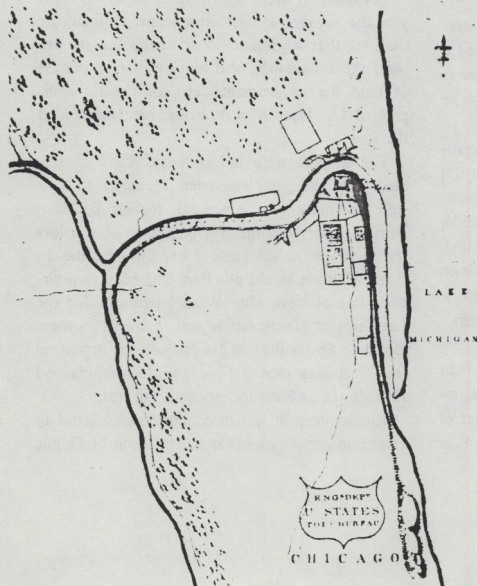
On August 9, an Indian runner delivered General William Hull's order to evacuate. Heald was directed to join Hull at Detroit, or to retreat to Fort Wayne, whichever seemed safer, and to dispose of the government stores as he thought proper. "The neighboring Indians got the news as early as I did and came in to receive the goods in the factory store," Heald wrote later. Hull followed up his order by requesting Captain James Rhea, commandant at Fort Wayne, to send assistance to Fort Dearborn. Captain William Wells, veteran Indian fighter and Heald's old friend, started for Chicago at once, with Corporal Walter Jordan and 27 Miami warriors. He arrived on August 13, to find great indecision at the fort.

In his own account later, Captain Heald asserted that he wished to give a part of his supplies

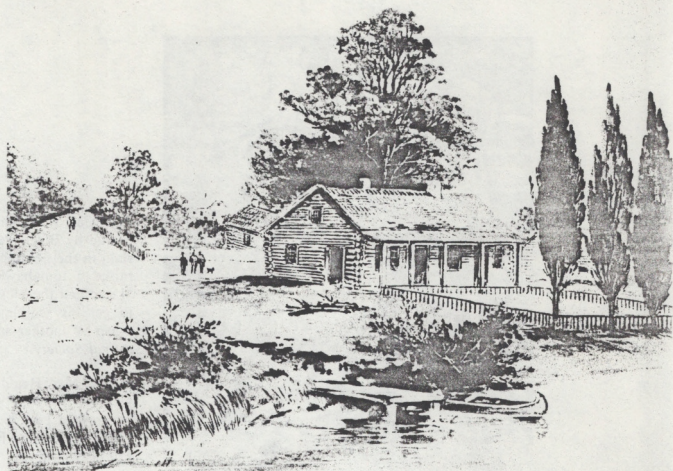
to the Indians, and to destroy the guns, ammunition, and liquor, "fearing they would make bad use of this if put in their possession." Lieutenant Helm, son-in-law of Kinzie, claimed it was Kinzie who wanted the arms and liquor destroyed and that he, Kinzie, and Wells jointly called upon Heald to take such action. Heald, according to Helm, consented to act only when Kinzie forged an order from General Hull, calling for destruction of the guns, powder, and liquor. Later, such an order was found, but not in Hull's handwriting. Heald himself said that disposition of government property was left to his discretion.

Shortly before the arrival of Captain Wells, Captain Heald had distributed much trade goods to the Potawatomis, in exchange for a promise of safe conduct. That night the whisky and guns were dumped in the well and the river. On August 14, Black Partridge, a friendly Potawatomi chief, called on Captain Heald to warn that he could not restrain his young men, who had learned of the destruction of guns and liquor. He returned his medal, a gift from the government.

Wells and Kinzie were now sure that the Indians would attack. Captain Heald still hoped for safe conduct, but insisted that he must, in any event, carry out his orders. Kinzie made his own

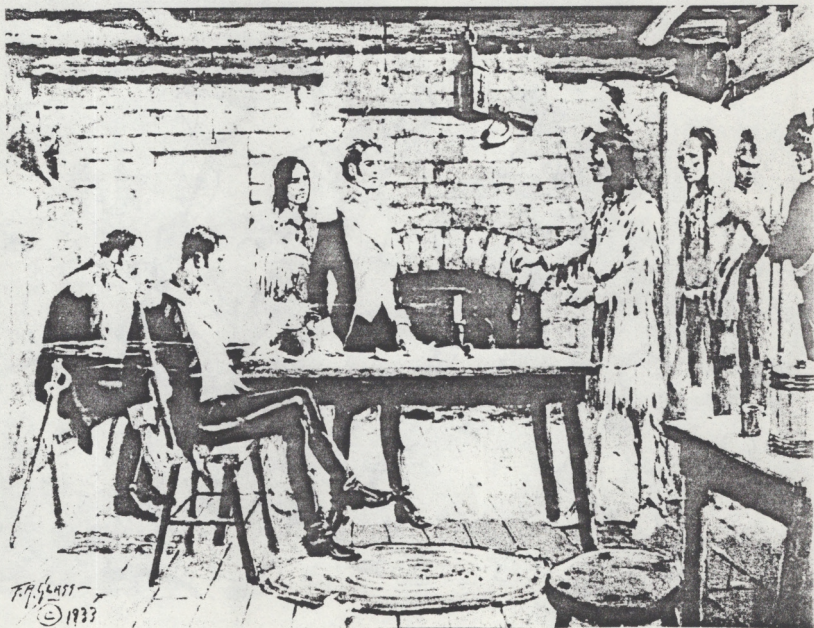


An 1808 map, showing the fort and the Chicago River turning south to what is now Madison Street. (Chicago Public Library.)



Above. The town's first permanent residence. Point du Sable's house opposite the fort, later owned by John Kinzie, who added the porch. At left, Antoine Ouilmette's log house. (*Chicago Historical Society.*)

Below. Painting by F. R. Glass shows Black Partridge returning his medal to Captain Nathan Heald, Fort Dearborn commandant, on the eve of the massacre. Lieutenant Helm, standing; Captain Wells at extreme left. "I will not wear a token of peace while I am compelled to act as an enemy," said the chief, according to Helm. (*Chicago Public Library.*)





Left. Carl Rohlf-Smith's sculpture of Margaret Helm's rescue by Black Partridge as Ensign George Ronan, slain in the fighting, lies at her feet. "A young Indian raised a tomahawk over me," Mrs. Helm recalled. "I avoided the blow . . . exerting my utmost strength to get his scalping knife. I was dragged from his grasp by another and older Indian . . ." (*Chicago Historical Society.*)

Below. Mrs. Heald defends herself in the fight at the wagons. She was wounded, but recovered following her rescue by Chandonnai, a half-breed, and Alexander Robinson. From an old engraving. (*Chicago Public Library.*)



preparations for escape, arranging with Indian friends to have a boat ready on the river. He agreed to march with the troops, however, to help protect his stepdaughter, the young wife of Lieutenant Helm, who insisted on accompanying her husband.

On the night of August 14 preparations for the march were completed. Soldiers and militiamen each received twenty-five rounds of ammunition, supply wagons were loaded, women and their children were assigned their places in the line of march. Two of the mothers had babes in arms, a third, the wife of Fielding Corbin, was awaiting the birth of her third child.

The morning of August 15 came clear and hot. At nine o'clock the stockade gates swung open. Commands were shouted. Riders clattered into formation, the wagons creaked. The fifers sounded the mournful tones of the "Dead March" from Handel's *Saul*. Captain Wells, riding out with 15 of his Miamis, had blackened his face, the Indian sign of disaster. Behind them the garrison marched out in order, led by Captain Heald and Lieutenant Helm. They were followed by the women and children, some riding in the two baggage wagons, guarded by Dr. Van Voorhis and Ensign George Ronan. At the rear were 12 members of the militia, Kinzie, unarmed, and 12 Miami warriors, mounted.

A few of the promised Potawatomi escort appeared as the garrison left the fort and proceeded east toward the river. But as the troops turned south, the escort disappeared behind the sand dunes. It was oppressively hot and still.

About a mile and a half from the fort, Captain Wells saw Indians lurking in the hills, their heads popping up like turtles. He sped back toward Heald, signaling that they were surrounded. Heald ordered his garrison troops to charge the dunes. The Indians began a heavy fire, falling back as the soldiers topped the ridges. Musket fire cracked on all sides. Captain Heald and his men were cut off from the wagon train. The Miami warriors deserted, thundering off down the beach. Lieutenant Helm ordered his men to reload and found he was cut off from Captain Heald. He had 27 men, many

wounded, and he estimated the Indians surrounding him at 300.

Now the fury of the attack was directed at the wagons. Here the militia fought hand to hand, until all were slaughtered. Van Voorhis and Ronan fell, and crazed warriors turned upon the women and children. The women fought with knives and swords. They were swiftly overwhelmed. Infuriated savages swarmed into the wagons, splitting the skulls of the children and hacking to bits the bodies of Mrs. Corbin and Cicely, Mrs. Heald's slave girl.

As the attack on the wagons began, Captain Wells rode shouting through the hail of musket fire in an attempt to break the Indians' charge. Both the captain and his horse were hit by musket balls and they fell, the horse pinning his rider. Wells fired again at his foe then, seeing a warrior take aim, he yelled insults until the shot drove home. A brave named Pee-so-tum took his scalp, another cut out his heart, and the two divided and ate it, hoping thus to acquire his courage. Later his head was mounted on a pole and paraded along the Indian lines.

Nearby, at the wagons, another brave man died, Sergeant Otho Hayes. His gun empty, he rammed his bayonet into the chest of a savage attacking with a tomahawk. The hatchet clove his skull and they fell together.

Captain Heald and those of his troops that survived finally joined Lieutenant Helm on a slight rise where the Indians hesitated to follow. They sent Pierre le Claire, a half-breed employee of Kinzie, and Blackbird, one of the chiefs, to demand a surrender. Heald promised to pay \$100 for each life spared. The soldiers at first were disposed to fight, but Heald made it an order. They dropped their guns. Indians surrounded them and marched them up the beach.

They were struck with horror at the slaughter. Maddened warriors still were scalping victims, dispatching wounded. Mutilated bodies were strewn across the beach. The unborn child of Mrs. Corbin had been torn from the body of its mother and decapitated. Helm saw a headless woman he thought was his wife. She was Mrs. Corbin. A

squaw, armed with a stable fork, was stabbing it into the body of Thomas Burns, wounded in the fight at the wagons; she continued to torture him until he died.

Of all the men at the wagons, only John Kinzie escaped. The Potawatomis were credited with saving him. According to Corporal Jordan, himself saved by a friendly Confute chief, only Kickapoos and Winnebagos, 600 of them, were in the fight. In the confusion, the Potawatomis, To-pee-nee-bee, Black Partridge, and Chee-chee-bing-way (Alexander Robinson) succeeded in rescuing Kinzie, Mrs. Helm, and Mrs. Heald, badly wounded. They guided them to a boat where Mrs. Kinzie, four of her children, and some servants had been waiting, and crossed to the Kinzie house.

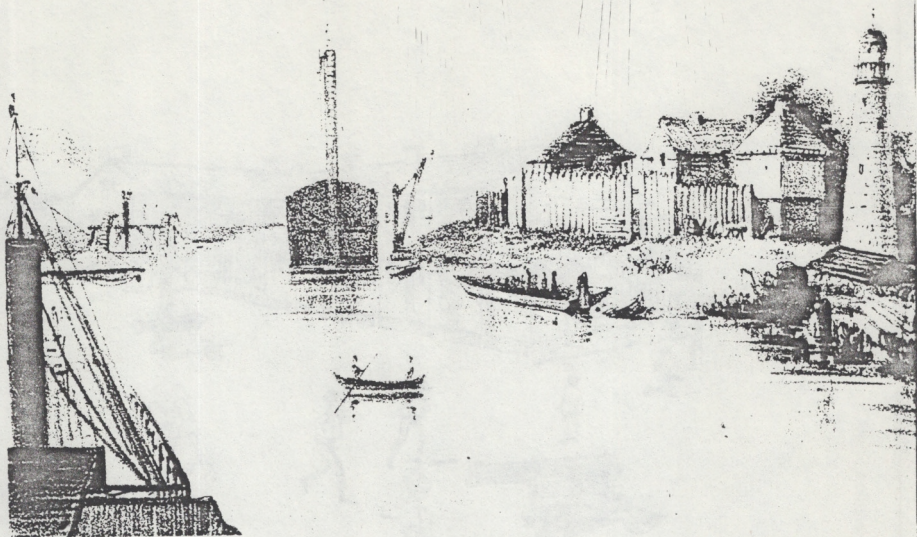
There Kinzie removed shot from Mrs. Heald's arms while friendly Indians stood guard.

That night the Indians fired the fort. As flames lighted the sky, the warriors danced and howled and squaws tormented the wounded prisoners. The day at last ended. In ten minutes of action that morning, 26 of the 55 soldiers had been slain, all 12 of the militia died, and two women and 12 children were brutally murdered. Of 95 who marched from the fort that morning, not including the Miamis, only 43 were left alive.

Three days later, as the Kinzies and Mrs. Helm and Mrs. Heald were taken to St. Joseph, only the powder magazine remained standing at the fort. To the south, mutilated bodies lay unburied in the sun.

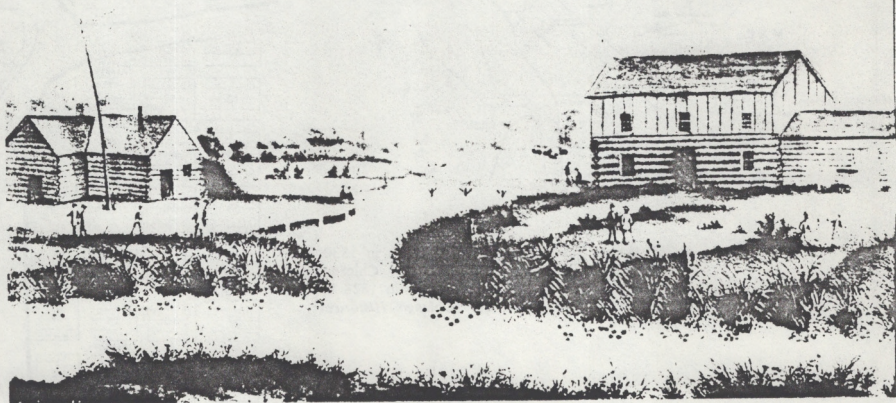
The fight at the wagons, in which the women and children were slain, is depicted by Ralph Fletcher Seymour, artist, author, and publisher who has specialized in Chicago lore. The Fort Dearborn massacre took place near what is now Eighteenth Street and Calumet Avenue. Used by permission of the artist.





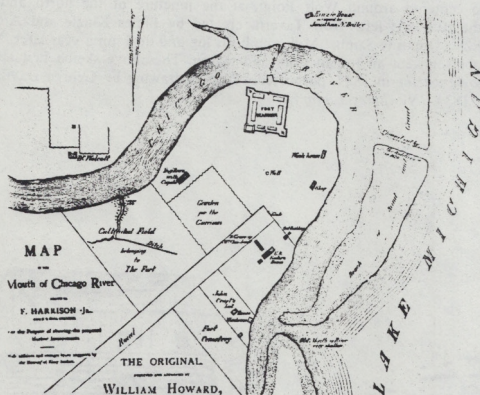
The new fort and lighthouse as seen from the west by Francis de Castelnau, who visited Chicago in 1838. From his *Vues et Souvenirs de L'Amerique du Nord*, published in Paris, 1842. (*Chicago Historical Society*.)

Early Chicago centered around Wolf Point, at the juncture of the north and south branches of the river. At left, Wolf Tavern, erected by James Kinzie and Archibald Caldwell in 1829. Opposite Samuel Miller built his log and deal inn a year later. Nearby Alexander Robinson kept an Indian store and tavern. The above sketch first appeared in the *Chicago Magazine* in 1857, purportedly from a drawing by George Davis, made on the site, in 1834. (*Newberry Library*.)





Interior of the new Fort Dearborn as sketched by W. E. Stowbridge. (Chicago Historical Society.)

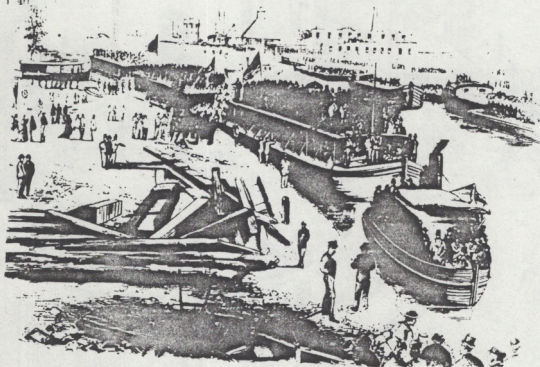


Right. James Thompson's plat of Chicago in 1830. (Illinois Central.) Above. Early map of Chicago, showing channel dug through sand bar in 1828 by soldiers from Fort Dearborn. (Chicago Historical Society.)





Above. Chicago's lake front in the sixties, when sailboats skimmed the Michigan Avenue lagoon and troops drilled on the greensward that is now Grant Park. At right, the Illinois Central tracks. (Jevne and Almini Print.)

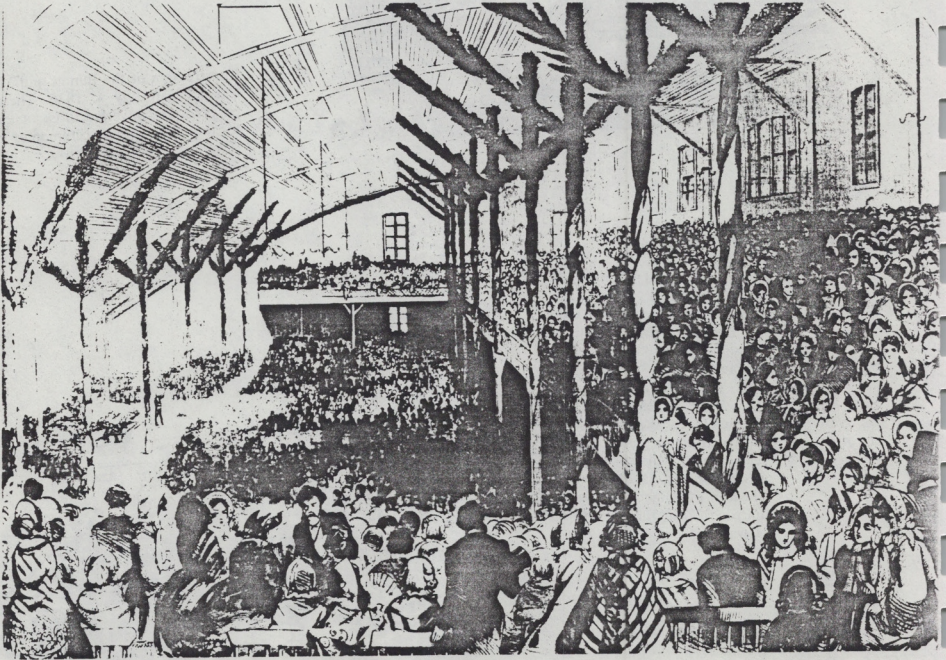
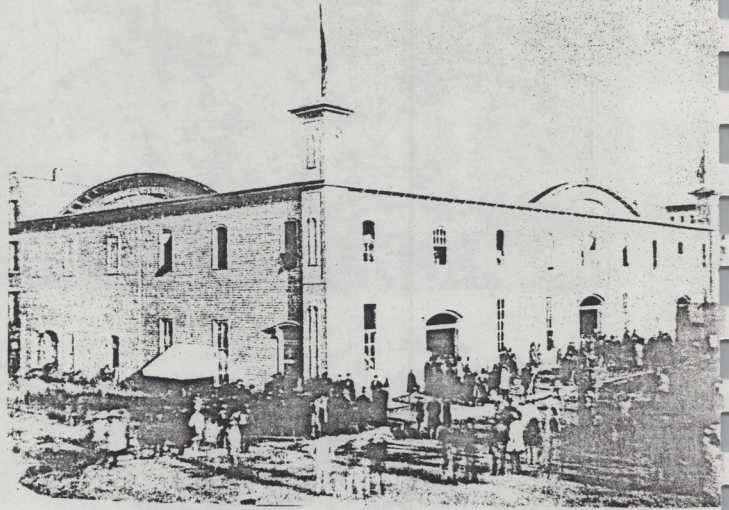


Construction of the Illinois and Michigan Canal began July 4, 1836. These canal barges were converted to excursion boats for the canal opening ceremonies in 1847. (Chicago Public Library.)

John Frink and Martin O. Walker operated their stage-coaches from the corner of Lake and Dearborn streets. Lathrop Johnson ran the first stage, to Milwaukee, in 1834. The trip took twenty-four hours. By 1845, eight stages arrived and departed each day, to Peoria, Galena, Detroit, and Milwaukee. Fare to Milwaukee, \$3.00 in summer and \$5.00 in winter, when an overnight stop was required. (Chicago Historical Society.)



Chicago, though Democratic, was a center of abolitionism in 1860. To welcome the Republican national convention, certain to nominate pro-northern candidates, the town built the Republican Wigwam at Lake and Market streets. It had seats for 5,000, but was packed by twice that number on the third day of the convention. A photograph by Alexander Hesler. (*Chicago Historical Society.*)



Republicans assembled in the Wigwam convention that nominated Abraham Lincoln as a candidate for the presidency in 1860.

Portage route may rise again

By Alf Siewers
Urban Affairs Writer

When Louis Joliet and Jacques Marquette paddled birch canoes across the Chicago portage with Indian guides in 1673, it wasn't for recreation.

But thousands of bicyclists and hikers someday might retrace the explorers' route for fun.

The Native American route between the Mississippi watershed and the Great Lakes, now lost in the underbrush southwest of Chicago, is seen as the hub of a proposed 1,000-mile greenways network.

A new statue of Joliet, Marquette and an unnamed Native American has been erected near the purported portage site.

It's hailed as a first step toward transforming this woody spot north of the intersection of I-55 and Harlem Avenue into the Circle Interchange of a trail system not seen since the Potawatomi ruled here.

"The junction at the portage site is probably where, more than anywhere, the trails will come together and go out in all directions," said Stanley Johnson, one of the area's chief volunteer greenway advocates. "This spot is the reason why Chicago is what it is and where it is."

Johnson, an Argonne National Laboratory chemist, is chairman of the Illinois & Michigan Canal Corridor Civic Center Authority, a major lobbyist for the portage junction.

Plans include a \$5 million proposal for a replica trading post and 20,000-square-foot interpretive center to the north of the site, as well as the construction of a junction between the Centennial Trail and the Salt Creek and Des Plaines River greenway trails as they inch toward the site.

There's no site in northern Illinois that is more

significant in terms of understanding the growth of the region," added Gerald Adelmann, executive director of the Open Lands Project. Adelmann's influential conservation group is working with the Northeastern Illinois Planning Commission to make a reality of the eight-county \$135 million regional greenways plan.

The well-traveled portage was a muddy, mosquito-ridden link in the twilight struggle between empires that forged the Midwest.

It was also part of a world of brilliant prairie wildflowers, of horizons that seemed to stretch forever, of bison and deer and wild turkey grazing in savannah and prairie, in a moment when Indian and white culture mingled.

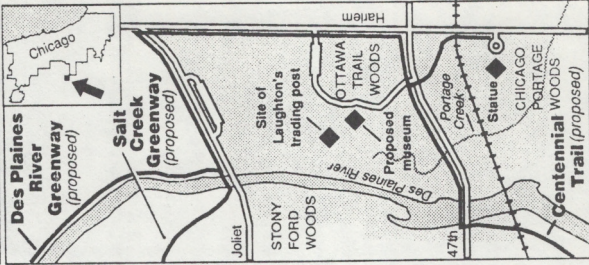
The leech-filled Mud Lake to the east of the portage has long since dried up. But other obstacles face today's trailblazers.

Johnson's authority is competing with civic center agencies for funds, having requested \$2.5 million to start the museum complex, and the historical application has been tied up in regulatory red tape.

Trails planned to join at the site still face hurdles: The key Centennial Trail waits on questions of land ownership along the route; a route for the Salt Creek trail through neighborhoods near the Des Plaines needs to be plotted, and a link to a trail on Metropolitan Water Reclamation District land to Bridgeport needs to be set.

But Adelmann and Johnson are confident that the grass-roots greenway movement will succeed in forging the trails, even if only piece by piece. The \$130,000, 16-foot-high sculpture by Erik Grove Village artist Ferdinand Rebeschini, erected earlier this year but still not officially dedicated, features Marquette pointing the way—toward Navy Pier.

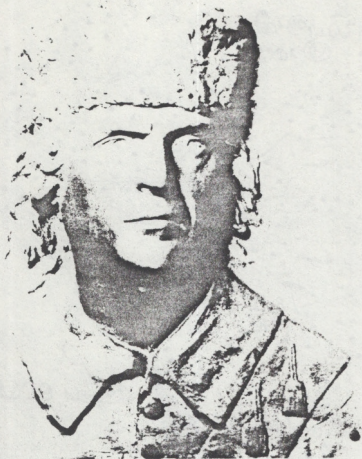
Chicago Portage National Historic Site and Greenways Hub



SOURCE: Cook County Forest Preserves



UNIVERSITY OF CHICAGO

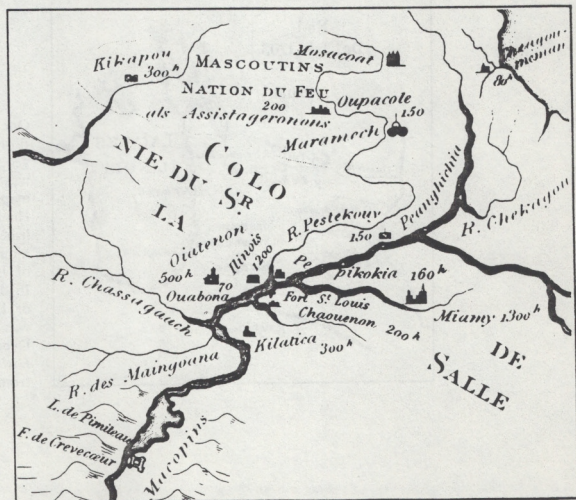


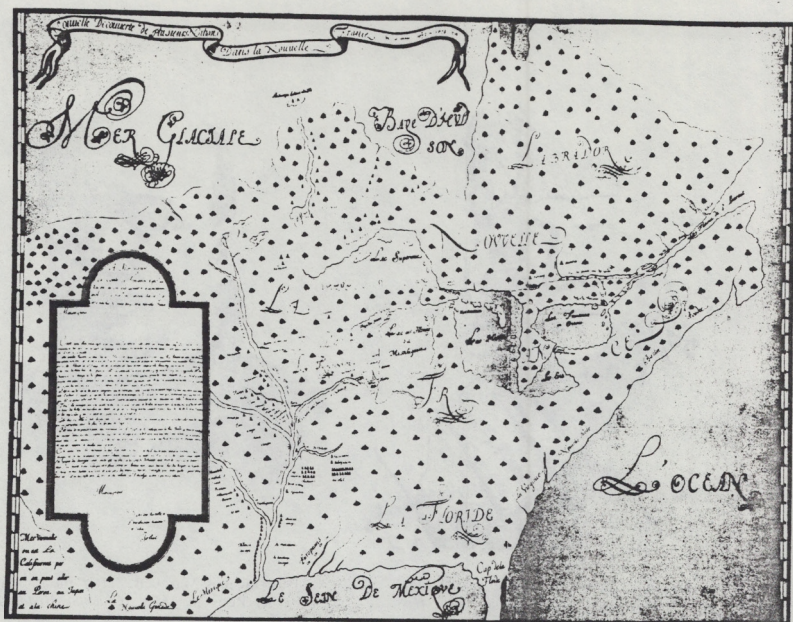
Louis Jolliet, from a bas relief in the Marquette Building, Chicago. (Illinois State Historical Society.)



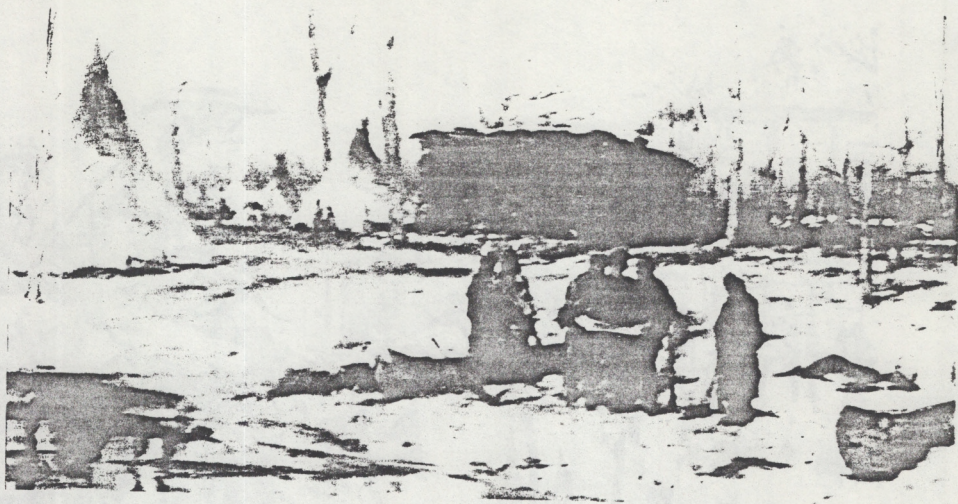
Pere Jacques Marquette, after the painting by R. Roos in 1669. (Chicago Historical Society.)

Jean Baptiste Louis Franquelin, trained as an engineer, held a position as hydrographer to the king at Quebec. His great map of New France in 1684 is one of the earliest showing the Chicago Portage (Cheagoumeman). Francis Parkman believed that La Salle provided Franquelin with the information. A portion of the rare map is reproduced here. (*Chicago Antiquities.*)

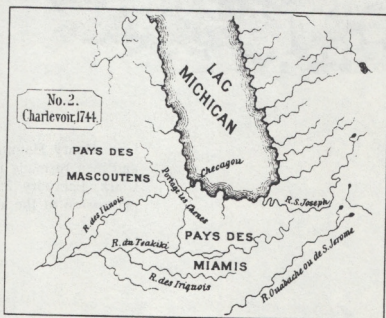
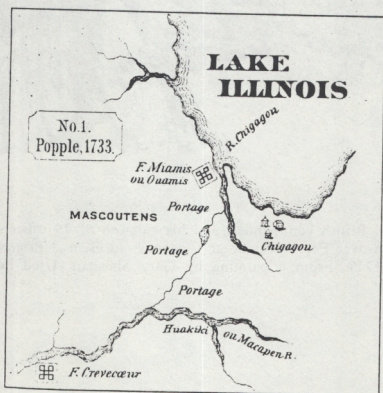




One of the earliest published maps of the Chicago Portage was prepared by William de L'Isle, royal geographer to the French king, in 1703. De L'Isle was the leading map maker of his time. The Popple map, showing a fort at Chicago in 1733, is from Henry Popple's atlas, *America Septentrionalis*, published in London. Fort Miami was actually at the mouth of the St. Joseph River, on the eastern shore of Lake Michigan, called Lake Illinois by Popple. In 1721, Father Charlevoix visited the east shore of Lake Michigan. The map at the extreme right was prepared by N. Bellin, engraver of the French Department of Marine, to illustrate the Charlevoix *History of New France* published in 1744. (Maps from *Chicago Antiquities*.)



Father Marquette's 1674 winter quarters at the Chicago Portage as imagined by Artist Lawrence C. Earle in a mural painted in 1909. (*Chicago Historical Society.*)





Gen. Henry Hamilton, British commander, and his garrison of 79 officers and men formally turn over Fort Sackville at Vincennes to George Rogers Clark, February 25, 1779. From a painting by Gary Sheahan. Used by permission of the artist.



The Indian Treaty of Greenville, 1795, in which the United States acquired title to land at Chicago. This scene, believed to have been painted by one of the officers present, purports to show General "Mad Anthony" Wayne (front view with epaulets) listening to Chief Little Turtle of the Miamis, with William Henry Harrison (hat in hand) between the two. The officer kneeling is Captain William Wells, who acted as interpreter and transcribed Little Turtle's speech. (*Chicago Historical Society.*)



La Salle at Fort Frontenac, on Lake Ontario, directs the construction of boats which will be hauled across the Chicago Portage. It was on this expedition in 1682 that La Salle took possession of the Mississippi Valley for France. From a painting by Paul Strayer, Chicago artist noted for his historical scenes. Used by permission of the artist. The portrait of Henri Tonti, La Salle's lieutenant, known as the man with the iron hand, was painted from life by Nicolas Maes, a Dutch artist. (Illinois State Historical Society.)





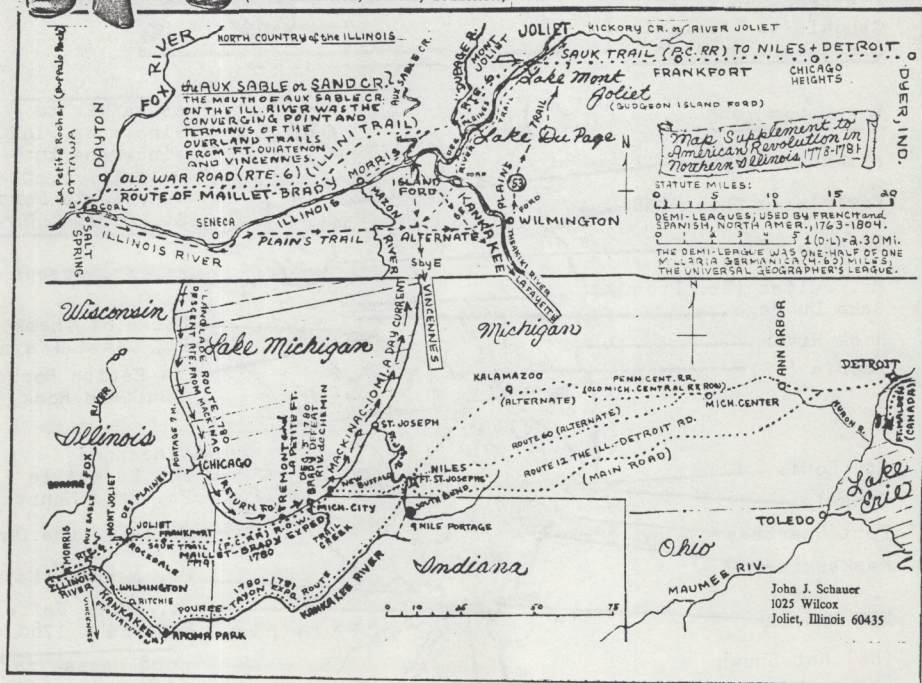
(G. A. Embleton, courtesy Tradition)

THE AMERICAN REVOLUTION IN NORTHEASTERN ILLINOIS

1778 - 1781

by

John J. Schauer



HUTCHIN'S MAP 1771

Saint Louis

Cahokia

Prairie du
RocherFort Chartres
(Ft. Cavendish
abd., Spg. 1772)
KaskaskiaKaskaskia to Cahokia
Distance.. 50 miles.
Cahokia to St. Louis
Distance.. 3 miles.

Land League; a precise interpretation; Posted Hydrographic Stds, Jalliot, Paris: 1674-1765 in North America, Fr.-Sp. Maps. 1 Lléues Communes de Espagne... 3.83 mi. 1 Lléues Communes de France... 2.76 mi. Following Treaty of 1763, and land ces- sions to Spain, both Fr. and Sp. adopted 1 Demi-League... 2.30 miles, "demi", half of 1 Millaria Germanica... 4.60 miles, it being the Universal Cartographic Scale.

Fort Gage (Br.)
(burned 1766)MORSE MAP 1790

Milwaukee River

Prairie du Chien (NS)

Chicago (NS)

Mt. Juliet (Br. Pron.)

Lake Du Page

Rock River

Peoria (NS)

St. Louis

Cahokia

Fort Chartres

Kaskaskia

New Madrid

(NS) Not Shown

Kaskaskia to
Vincennes.. 142 mi.
Vincennes to
Detroit.... 600 mi.
Cahokia to Fort
St. Joseph.. 400 mi.

Ft. St. Joseph (NS)

Forks of Theakiki
Ft. Miami (Wayne)
Le Petite Rocher
(Buffalo Rock) (NS)Vincennes
Ft. Sackville (Br.)
Ft. Ptk. Henry (US)

Falls of the Ohio

Ft. Massac (Metr'pls)

Ft. Thos. Jefferson
Est. Feb. 1780 (NS)Fort Massac to
Kaskaskia.. 102 miles

THE AMERICAN REVOLUTION IN NORTHEASTERN ILLINOIS 1778-1781

(An Historical Monograph)

by

John J. Schauer

Phi Alpha Theta

Delta Epsilon Sigma

TO PAT

Joliet, Illinois

November, 1975

THE AMERICAN REVOLUTION IN NORTHEASTERN ILLINOIS 1778-1781

by

JOHN J. SCHAUER

PRELUDE

The Indian town at Ritchie, Illinois, on the Kankakee River above Wilmington, was the last refuge of the Ottawa Chief Pontiac. The hostilities between the French and the British in North America were concluded on paper in 1763. Pontiac and his following of French allied Indians representing the Great Lakes Tribes, did not however release their stranglehold upon the British at Detroit until 1765. Pontiac's prolonged siege of Detroit prohibited the British from making any inroads into the Illinois Country for nearly two-and-one-half years following the formal conclusion of the French and Indian War. From May of 1763 until October of 1765, Captain Louis St. Ange de Bellerive anxiously awaited the arrival of any English officer, or agent, willing to accept the surrender of Fort Chartres, the last outpost of Royalist France in North America.

Lack of French support, or rather the denial of French support, and the appearance of British gunboats on Lake Erie coupled with the Indians tiring of the war, finally compelled Pontiac to sign a separate peace with Great Britain. On October 9, 1765, Captain Thomas Stirling at the head of one-hundred regulars of the 42nd Blackwatch Regiment marched through the coure port of Fort Chartres, accepted St. Ange de Bellerive's surrender, and immediately rechristened the outpost, Fort Cavendish.

Pontiac, weary of war, but still the most powerful Indian leader in midwest America, promised the British he would fight no more, and retired to the Potawatomi-Ottawa town on the Kankakee River, now called Ritchie. Pontiac remained on the Kankakee from the Fall of 1765, until mid-March of 1769 when he descended to Cahokia at the invitation of his old friend, Captain St. Ange who, following the surrender of Fort Chartres, took up residence in New Spain on the west bank of the Mississippi.

Pontiac left Ritchie wearing the rich blue and gold bullion faced and cuffed French General's coat, and sword, given to him years before at Quebec by an admirer, Louis-Joseph, Marquis de Montcalm.

Sometime within the first week after Easter (March 26) in 1769, Pontiac, while drunk, was stabbed to death by "an obscure Peoria Indian" in the street of Cahokia in front of the Baynton, Wharton and Morgan store. Pontiac's Peoria assassin fled, and motive for the attack and murder still remains a mystery. French friends charged that the murder was arranged by British speculators who feared that Pontiac, an unwavering ally of the French, and a champion of pan-Indian unification, would interfere with the orderly colonization of Illinois.

114.

The legend however that has the most mutual origin in the folklore of the Illiniwek, Potawatomi, Ottawa, and Chippewa, indicates that Pontiac was assassinated in revenge for his "stoving in the head" of a principal Peoria Chief named Kinebooo during a struggle over a runlet of trade whiskey at the Missouratenouy the Summer previous.

The Missouratenouy, the Mont Joliet, or Joliet Mound, was a "neutral ground", and Pontiac's violation of the tenets of neutrality might well have warranted "in kind" retaliation on the part of the offended party, the Peoria.

In the end, those who would suffer most, and whose suffering would seem to endorse the latter theory regarding Pontiac's assassination, were the dwindling remnants of the Illini Confederation, namely the Peoria. During the lull that followed the French and Indian War a good number of the Peoria dared re-settle in the vicinity of "the Rock" at Utica. In early Fall of 1769, the Ottawa, Chippewa, and Potawatomi fell upon the Peoria at "le Rocher", and following a long siege and battle, destroyed them.

In the Spring of 1770, George Croghan passing down the Illinois River reported that, "the foot of the Rock was piled so deep with the litter of human bones that it appeared as though the victims had been devoured by starving beasts."

It is doubtful that Pontiac in his finest hour could have done more to impede, confuse, confound, and combat British attempts at colonization in the Illinois Country, than one Frenchman could do in the normal conduct of his daily affairs. To the French, bureaucracy was not a momentary failing, it was a career field. Civil Codes, Church Codes, social protocol, licensing, Holy Days, holidays, tax collecting and folk customs were the immediate stumbling blocks the British encountered. Then the walls of Fort Cavendish began to crumble from flood inundation and years of neglect, so the British were compelled to take over the Jesuit mission house in Kaskaskia and convert it into a barracks.

Initially the French had but one problem; they just simply despised the English, but like all things, that soon changed. It was not long before the French merchants and habitants found that they were going to now be dependent on British goods. Saint Louis, Pancour, St. Louis, or whatever you wanted to call the squalid Spanish settlement across the river was rapidly developing a profitable river trade with the British, and the Spanish, coveting English made goods, were not in turn offering any bargains to the Cahokians and Kaskaskians. It was not long before profit supplanted principle, and merchants began to see the British in a more favorable light.

The honeymoon however was soon over. By 1773 the conduct of government and taxation in the Illinois Country, supervised by English speculators, and French bureaucrats proved to be a disastrous blend of the worst aspects of the two systems. Men began to speak in terms of self-rule, independence, and revolution like their "Bostonais" counterparts along the eastern seaboard.

As the burden and demands of the British increased, and the profits, travels and wanderings of the French merchants, habitants, and traders became more heavily taxed and rigidly controlled, the merchants, traders, and habitants, inspired by such vitriolic firebrands as Blouin and Laffont, were demanding not only independence, but French self-rule.

Blouin, a Cahokia merchant, was in constant communication with American patriots in Philadelphia, and members of the Committee of Safety in Boston. Blouin and his associates, a good number of them being "bostonais", American born British subjects conducting business in the Illinois Country, were frequent visitors to the coffee houses and taverns frequented by Hancock, Henry, Jefferson, and Adams.

While Paine, Adams, and Hancock were meticulously designing a format for American Independence, Blouin and his followers were hurling caustically worded challenges and ultimatums at British Colonial Minister, Lord North, and his successor, General Gage. Lord North was willing to make concessions, General Gage however imposed a harsh and demanding Civil Code upon the French in Illinois that even British Parliament deplored as being "tantamount to slavery".

The remoteness of the Illinois Country, and the lack of British manpower, tempered the harshness and enforcement of the Gage policy. The amiable Captain Hugh Lord and his garrison of seven or eight British regulars avoided confrontations with the habitants, and permitted the French to conduct their own affairs and maintain their own militia. The Civil and Militia officials and officers were however, selected and appointed by the British.

Most typical of the Crown appointed puppet officials was Phillipe de Rocheblave, a former officer in the French army who had served with distinction in the Seven Years War, and in the Indian Wars. An opportunist and speculator, the British maintained Rocheblave's loyalty and allegiance by dangling the office of Lieutenant-Governor before his eyes.

In April of 1775 poorly armed American patriots cast aside all pretense of continued Crown control and colonial subjugation. on Lexington Green, and the Concord Common, and followed up their initial success by laying siege to Boston. The "revolution" flamed, then settled down with all of the theaters and objectives apparently concentrated along the northeastern seaboard. Arnold's assault on Quebec was a failure, the British firmly held Canada, and therefore Detroit would not have to be dependent upon food supplies and provisions, "succor", from the Illinois Country, upon which the French had been so dependent during the Seven Years War. New Spain, west of the Mississippi remained neutral, and the Illinois Country would be held in check by men such as Rocheblave.

The British, feeling secure in their appraisal of the western country, recalled Captain Lord and his handful of regulars to Fort Detroit in the Spring of 1776, and the administration of the Illinois Country was turned over to Phillipe de Rocheblave.

In the Illinois Country a young man could either farm, fish, or trap for a living, that is if he had the proper permit, license or franchise. Of his income the "living" percentage was the few Louis', doubloons, shillings, francs, pence or pounds left over after having met the demands of the King's warehouse, license fees, and taxes. In time of war however the British realized the value of these forest, river, and Indian-wise French as partisan fighters. Rocheblave understood their capabilities even better. He knew that their payment in terms of "spoils of war" would impose no expense or demand upon the King's treasury. Rocheblave lost no time in recruiting partisans and sending them off to Detroit for assignment. For Rocheblave it was just another step toward Detroit, and the office of Lieutenant-Governor, a position now held by a fellow named Henry Hamilton....

LONG KNIVES, STRANGE BANNER

In the early hours of the morning of July 5, 1778, Simon Kenton shook the shoulder of the sleeping Phillipe de Rocheblave, and informed the French born commandant of the Kaskaskia garrison that Colonel George Rogers Clark of the Virginia State Forces was waiting in the courtyard of the mission-fort to accept from Rocheblave the formal surrender of the Illinois Country.

The twenty-four year old Clark had been commissioned by Virginia Governor Patrick Henry to secure the "western country" for the American Colonies, and to bring to an end the unrelenting and savage raids upon the Kentucky and Ohio settlements by Tory partisans and British Indian allies operating out of Detroit.

In 1778 the "Illinois Country" was an administrative term specifically referring to the Kaskaskia, Cahokia, Prairie du Rocher area, which later to be known as the "American Bottom", was the "breadbasket" of western America. It was important for Clark to capture and hold Kaskaskia in order that he might provision his Virginia Column once it began its assault upon Detroit by way of the Wabash River, and the Maumee River of Ohio.

Detroit was the stronghold of British Empire in the west, and it was at Detroit that Lieutenant-Governor Henry Hamilton presided, and from which he dispatched the Partisan-Indian raiding parties that had transformed the Kentucky settlements into a blood-drenched, smoke-sooted killing ground in the year 1777.

When Clark's "bostonais", or "long knives" invaded Kaskaskia, the inhabitants, many of them having sons or other relatives off serving as partisan officers and enlisted men in the British "Indian Department", truly believed that Clark's men would destroy their homes, crops, and other property in retaliation for the damage wrought upon the Kentucky settlements during the year of the "bloody sevens". Clark immediately made it clear that his Virginia State Forces, flying a simple stripped banner of seven green, and six alternating red stripes, sought only the support of the people, and not revenge. Vengeance could wait for Henry Hamilton.

Some historians maintain that Henry Hamilton was wrongfully dubbed with the sobriquet "Hairbuyer"; in that there is no evidence that he paid for individual scalps on a bounty basis, while on the other hand the American Colony, Pennsylvania, so advertised, and did pay for individual "Indian" scalps!

While Hamilton may not have appraised, or paid bounty on individual scalps as they passed over his desk, he did carefully record the grisly Kentucky trophies turned over to him at Detroit by partisan commanders, and Britain's Indian allies. In January of 1778, Hamilton reports to Sir Guy Carleton that over the past sixteen month period, his Indians, principally the Ottawa, had "brought in seventy-three prisoners and one-hundred and thirty-nine scalps". While Hamilton may not have "bought" these scalps with "specie" or "scrip", as did Pennsylvania, he certainly must have acknowledged the scalps with trade goods as part of a macabre incentive program.

The saddest, and most often ignored aspect of the "Hairbuyer" Hamilton affair, an aspect that historians seldom seem to touch upon, is that initially the Ottawa approached Hamilton, the Indian Affairs Superintendent, with a legitimate grievance imploring him to enforce the articles of the 1768 Treaty of Fort Stanwix which prohibited white encroachment, and settlement upon, that land area, an Indian Reserve, called Kentucky.

Hamilton, described as weak and tactless, conjured up a "strategy" that he felt would fulfill his obligation to the Indians, to the 1768 Treaty of Fort Stanwix, and at the same time put a check-rein on the notions of rebellion against the Crown, that he, Hamilton, suspected the independent Kentuckians to be entertaining.

At this point, one definite point should be stressed: The American Indian could have cared-less about the American Revolution, who fought it, or who won it, even though in the end, it was the American Indian who lost the most!

On September 2, 1776, Hamilton addressed the Grand Council of the Great Lakes Tribes and sent off fifteen war parties, some two-thousand Indians, commanded by British and Canadians, to ravage the Kentucky settlements. It might be noted that in later years, many pre-Revolution Indian Treaties and land claims were negated, denied, and disqualified by United States legislators who decreed that, "the American Indian was a belligerent during the American Revolution"

The war in Kentucky and Ohio was not so far removed from northeastern Illinois, specifically Grundy, Will, and southern Cook County. This area was the stronghold and crossroads of the British fur and Indian trade from 1773 until 1778. The Indians employed by Hamilton were "principally Ottawa", and a good number of them are statistically accountable as having "gone to the war" from the Ottawa, Potawatomi-Ottawa Towns located between the mouth of the Aux Sable Creek on the Illinois River in Grundy County, east to the junction of the Kankakee and Iroquois River in Kankakee County. The "Fork of the Theakiki", the "fork" of the Kankakee, that being the confluence of the Kankakee and Des Plaines where they form the

Illinois River. The principal towns during the middle and late historical period were Sand Creek (Aux Sable), all about, and around confluence of the Kankakee and Des Plaines River, and at what is now Wilmington, Ritchie, Custer Park, Rock Creek, several towns in the vicinity of Kankakee, Mt. Langham, Chobar's Crossing, and Aroma Park and its environs.

British maps of northeastern Illinois at their very best, were very poor. The Americans had no maps at all. Both sides however had recourse to the abilities and talents of men who knew this country well, and both used them wisely. These were the French and Canadians, half-breeds, half-castes, mulattoes, maroons, bois-brule, gentleman traders, and rag-tag coureurs who had no equal when it came to prairie pursuits and dirty little fights in the forest. They knew the Indian, they knew the land, but most important they had a high survival instinct and could appreciate the advantage, and value, of a good bluff.

On July 6, 1778, the day following the capture of Kaskaskia, Clark's force marched up the Mississippi to Cahokia which lay opposite the squalid Spanish settlement of Pancour, which the Americans came to call St. Louis.

THE CHEVALIER

At Cahokia Clark met 47 year old, Detroit born, Daniel Maurice Godefroy de Linctot, a wealthy Indian trader, and former Ensign in the French Army. During the French and Indian War, Linctot and his brother had commanded six-hundred French Indian allies harrassing the British and operating out of Fort Miami, which the Americans would later come to call, Fort Wayne.

Godefroy Linctot and his brother were on their way to Quebec with their Indian allies when the news of Montcalm's defeat and death upon the Plains of Abraham reached them. The Linctots rejoined their Royal Regiment, and in keeping with the articles of capitulation, were returned to France. Sometime after 1765, Godefroy Linctot returned to North America and established himself as a merchant-trader in Cahokia. Always impeccable and correct, his fellow fur-traders nicknamed him "the chevalier".

At the time of his meeting with Clark, Linctot had just returned from Vincennes which had recently been French militia garrisoned by the British who christened old Post Vincennes, with a new name, Fort Sackville. Linctot reported his observations to Clark, who was "overwhelmed" with Linctot's thorough and professional manner.

Linctot was not impressed with the militia garrison at Vincennes, but he was concerned about some two-hundred Plankshaw, led by "Grand Door", who were hanging around Vincennes susceptible to British enticement.

FORT SACKVILLE; PAWN OF EMPIRE

Clark moved swiftly upon the information provided by Godefroy Linctot. Clark dispatched Captain Helm, Father Gibault, Lieutenant Henry, Jean Baptiste Laifont, and one sergeant (an expedition generally described as consisting of "Captain Helm, Father Gibault, and three soldiers"), to capture Fort Sackville. Father Gibault's persuasive abilities enabled Captain Helm to "capture" Vincennes without incident or bloodshed on August 14, 1778. Fort Sackville was renamed Fort Patrick Henry. "Grand Door" and his Plankshaw (Miami) were awed by Helm's audacity, and immediately allied themselves with the Virginia State Forces.

"NEUTRAL SPAIN"

As late as 1626, the Rev. Jesse Walker, and his assistant, Stephen R. Beggs report encountering "spanish traders" living among Parto's Band (Potawatomi) on the Du Page River, opposite Walker's Grove at Plainfield. These "spanish traders" were the last remnant of those "pack traders" who had worked the Illinois fur, and Indian trade, out of St. Louis since 1763.

When France hauled down her colours in North America she ceded her vast holdings west of the Mississippi to Catholic Spain, in order to keep it out of the hands of the British, and to provide something of a refuge for her former subjects. New Spain was no paradise for the former subjects of Louis XV, and the French considered Spanish rule just a step above British rule where oppression, tyranny, and subjugation were concerned.

When Clark reached Kaskaskia he had hoped to purchase arms and ammunition from the "neutral" Spanish at Pancour. The Spanish merchants however tripled their prices on Clark's arrival, stating that the presence of the Virginians had deprived the "neutral" Spanish of their profitable river trade with the English!

When the arrogant Spanish refused Clark credit, Godefroy Linctot dug down into his own pockets, and opened up his fur warehouses, placing his wealth at Clark's disposal. Clark could expect no reinforcements for his Virginia Column until the Spring of 1779, and even with Kaskaskia and Vincennes secured for the time being, Clark knew it wouldn't be long before the British, appraised of his true strength, would mount a counter-offensive upon Kaskaskia and Cahokia by way of the Illinois, Wabash, or Mississippi Rivers; or perhaps all three.

SAQUINA AND NAKIOM

Just about the time that Helm had captured Fort Sackville, Clark received some good news from an unexpected source.

The Potawatomi Chiefs, Saquima and Nazioum, representing the Three Fires Confederation, Potawatomi, Ottawa, and Chippewa, controlling northeastern Illinois, northern Indiana, and southern Michigan, these particular Chiefs from the vicinity of the British post, Fort St. Joseph, at Niles, Michigan, descended to Cahokia and informed Clark that they had much admiration for him, and that they had come to pledge their absolute and unconditional neutrality, and would permit Clark's forces to pass unobstructed through their lands.

Some writers seem to lament the fact, that for reader purposes the American Revolution in Illinois, while the setting for a lot of active campaigning and decisive maneuvering, was contrastingly bloodless compared to Kentucky, and the war in the east. It was probably the Indian who spared us the bloodshed, and permitted cunning, guile, and strategy to play its rightful and triumphant role in warfare in the western campaigns. Throughout the American Revolution in the west, the Potawatomi, Chippewa and Kickapoo of Illinois remained neutral, the Ottawa became disenchanted with having initially been pawns of the British, and the Sauk and Chippewa (Sautiers) of Wisconsin spent the duration grinding out tribal grievances, for the most part depriving the British of those sorely needed allies upon whom the white's, in their wars for North American Empire, always counted upon so heavily.

THE NORTH COUNTRY OF THE ILLINOIS

In order to set the stage for things that were to follow, we must acquaint ourselves with another geo-administrative term that the British inherited from the French, that is; The North Country of the Illinois.

This was the land north of the Illinois-Kankakee River complex, and north of an imaginary line running diagonally northwest from Peoria to the mouth of the Rock River. To the north this administrative area was bounded on the east by the mouth of the Milwaukee River on Lake Michigan, and to the west by the mouth of the Wisconsin River on the Mississippi at Prairie du Chien.

During the British Regime (1765-1780), this area was administered by the commandant of Fort Michilimackinac, Major Arent de Peyster, and was maintained and inhabited solely by British licensed trader, or factors, and the Indians who were the implement of the fur trade. The Indians of the North Country of the Illinois had vacillated between the British and the Spanish in their loyalty and trade preferences in the early days of the British occupation. Therefore the British moved all of their trade points and rendezvous into northeastern Illinois in 1773. The majority of the Indians followed, with the exception of some Sauk and Fox who remained in the west, in the vicinity of Rock Island.

The concentration of the Indians in northeastern Illinois made them more accessible by way of the Des Plaines, Kankakee, and Fox River of Illinois. Felt and hides were plentiful in this area, tallow was easily transportable, and the area was suited to those

who both farmed and hunted.

PORT ST. JOSEPH

The jumping-off point, and wintering ground for the many traders descending and returning from their Spring and Summer sweep of the Indian towns in the North Country of the Illinois was Port St. Joseph, on the St. Joseph River at present day Niles, Michigan. This Port as a trade rendezvous and mission dated back to the time of La Salle's explorations in the 1680's. It returned to some prominence during the French-Fox Wars of 1729-31, and during Pontiac's Rebellion. While Port St. Joseph was a satellite outpost of Fort Michilimackinac, its real importance lay in the fact that it commanded all of the major passes, or trails, to Detroit from the Illinois Country.

Port St. Joseph in its finest hour was little more than a scattering of houses, a chapel, and the commandant, or resident agent's house "surrounded by a poor palisade". The Port was "trade oriented", as opposed to its being military oriented, in that it was located on low ground, surrounded by high ground, fronting and facing on the St. Joseph River, "a few yards from the water". Unpretentious, but important, the site of Port St. Joseph is today obscured under some eight feet of compacted trash.

THE TRADERS

In 1776, some of the British licensed traders working the North Country were Charles Gautier de Verville, nephew of Charles Langlade, and a Lieutenant in the British Indian Department with headquarters at Prairie du Chien. Working the Peoria-Depue area were Durand, Besoin, and the ageless Deschamps. At the salt springs opposite the mouth of the Fox River at Ottawa dwelled Medore Jenette and his ever growing family, and at Chicago the Dominican black, Jean Baptiste Pointe du Sable (de Saible) had just been commissioned as resident fur agent. Louis Chevalier was the forty-year career agent at Port St. Joseph, and the legendary half-breed partisan, Captain Charles Michel de Langlade, controlled everything from the Milwaukee River north to Michilimackinac, and south down Lake Michigan's east shore to Grand Haven, Michigan.

Some of the major trade points and rendezvous were Chobar's Crossing, at the junction of the Kankakee and Illinois River, the "Forks of the Theakiki", the confluence of the Des Plaines, Kankakee, and Illinois Rivers, the Lac Du Page, Millsdale vicinity in Section 11, Channahon Township, Lac Mont Joliet, Section 19, Joliet Township, La Croix, the site of St. James of the Sag, Buffalo Rock, called "le Petite Rocher", just west of Ottawa, the mouth of the Aux Sable Creek, Aux Sable Township, Isle de Cache, and island of timber at Hampton Park, now occupied by Resurrection Cemetery, Maramech Hill at Plano, Le Gran Bois, Aurora, Oswego, Wilmington, Willow Springs, Riverside, Lyons, Blue Island and Palos.

MARCHING TO PEORIA

In order to off-set the threat of a British counter attack upon the Illinois Country, from Green Bay or Michilimackinac, Clark dispatched Godefroy Linctot and Jean Baptiste Maillet with forty superbly armed and mounted rangers to Peoria on the Illinois River.

Departing Cahokia in late August, 1778, the Linctot-Maillet Column proceeded to Peoria and constructed a fort. This fort, dubbed "La Ville de Maillet", was located between the old Larkin Company buildings and the Illinois River, between Harrison and East Franklin Streets. At Peoria, Linctot divided his mounted command into several patrols with instructions to make a show of strength, and spread exaggerated rumors of Clark's strength and intentions among the British Indian allies throughout the North Country of the Illinois from the Milwaukee River to Prairie du Chien.

Clark's intention was to convince the British that he would advance upon Detroit by way of the Illinois River, and overland from Fort St. Joseph, rather than by way of the Wabash-Maumee River complex.

British spies lost no time reporting Linctot's departure from Cahokia to Henry Hamilton at Detroit. The British immediately snapped at the bait. On September 22, 1778, Hamilton wrote to Governor Haldimand; "I believe the rebels will not omit to secure and fortify the Forks of the Theakiki",

HAMILTON MAKES THE FIRST MOVE

Clark's audacity in taking Fort Sackville, his success in securing unsolicited Indian alliances in the North Country of the Illinois, and the deluge of reports passing over the desk of Henry Hamilton, reporting and puzzling over the activities of Godefroy Linctot, prompted Henry Hamilton to move against Clark. Hamilton did not think that a move against Clark was the wisest strategy, however he knew if he did not take some action, he would be discredited and regarded as a coward by the Indian allies at Detroit.

Historians generally ignore the importance of the Indian as a military consideration, and simply acknowledge him as "also there". Hamilton knew that if he did not give them some action, the rations, clothing and trade goods his partisan commanders had promised them, they would go home and foresake their loyalty to the British, creating a void and situation that men like Clark and Linctot would immediately pick-up on and use to their advantage. It must be remembered that the American Indian, as late as 1814, still had the numerical and military capability both east and west of the Mississippi River, to contain the white man east of the Alleghenies. That is if they had had the determination and foresight to abide by the predictions of the three great disciples of pan-Indian unification, Pontiac, Joseph Brant, and Tecumseh.

Hamilton's first move was to recapture Fort Patrick Henry, late Fort Sackville, at Vincennes from its two American defenders, Captain Helm and Lieutenant Henry. To accomplish this, Hamilton set out for Vincennes, six-hundred miles distant, with thirty-three British regulars of the King's Regiment, 8th of Foot, one fire-worker Lieutenant, two gunners, and two small artillery pieces, forty-four commissioned and enlisted partisans, eighty-five militia, and seventy Indians, whose number "along the way", swelled to no less than six-hundred.

The expedition left Detroit on October 7, 1778, and on December 21, 1778, Henry Hamilton, with his force of more than seven-hundred, succeeded in capturing Fort Patrick Henry from its two American defenders and a score of uninspired habitant militiamen.

The capture of Fort Patrick Henry by Hamilton was bloodless and bizarre. Hamilton and his prisoner, Captain Helm, got along famously, although Helm spent most of their time together vexing Hamilton with stories of Clark's daring, resourcefulness, and numbers.

Hamilton immediately deployed spies, snipers, and patrols to harrass Clark's Kaskaskia garrison. He even deployed a kidnap party to snatch Clark, and they were within yards of accomplishing their assignment, when for some reason they lost their nerve.

Clark, following this last mentioned brush with disaster, knew that come Spring, Hamilton would descend upon Kaskaskia from Vincennes. Clark's force had diminished from one-hundred-seventy-five, to eighty men between July and December of 1778. No reinforcements were expected from Williamsburg until the Spring of 1779, and predictably these reinforcements would arrive two-thirds under promised strength. Clark had no recourse but to strike first and let the chips fall as they may.

LINCTOT CONFRONTS LANGLADE AT MILWAUKEE

On February 1, 1779, Captain Linctot and twenty of his "canadian" rangers, rode casually through the Milwaukee Indian town right under the nose of Captain Charles Michel de Langlade, and offered to buy any horses that the Potawatomi and Chippewa had available. Linctot told the Indians, who had been forced to eat many of their mounts due to the poor rations furnished them that Winter by the British, that he needed the horses to mount the three-hundred men who were "coming through this way in Spring to capture Green Bay."

These were the Indians upon whom the legendary Langlade, who had destroyed Braddock's Army in the forests below Fort Duquesne twenty-five years before, was depending to lead the attack upon Clark at Kaskaskia come Spring!

There was no personal confrontation between Linctot and Langlade at Milwaukee. Langlade at this time was making a tour of the Indian towns between the Milwaukee River and Green Bay, and the two seem to have missed each other by two or three days. That however was not Linctot's fault. If Langlade wanted him, Linctot let it be known where he could be found.

A confrontation between these two resourceful forest fighters would be comparable to a confrontation between Francis Marion and Colonel Banastre Tarleton. Many of Marion's most noted and re-counted victories, and acts of daring, were accomplished with less than twenty men.

It is quite possible that Linctot was personally acquainted with Charles Langlade. Both were traders, successful business men, Langlade and Linctot were both wealthy, Langlade perhaps much more so than Linctot, and both had served France with distinction and honor. In the realm of honor and bravery Langlade however had no peer. In the forest below Fort Duquesne, he and his blood-brother, Pontiac, had destroyed the Army of Edward Braddock, and routed Colonel George Washington and his Virginians. Upon the Plains of Abraham it was Langlade alone, with his coureurs and Indians who showed the greatest courage and fought most fiercely as French Empire in North America crumbled around them. When Montcalm fell it was Charles Langlade who was at his side, and it was Langlade who slipped away from the funeral procession and hurried West with the news of French defeat to Michilimackinac where he hustled the fort's garrison of fifty-four Marines and seventy-eight militia into canoes, and bateaux, off to the Illinois Country, in the Royal Province of Louisiana, where the Lillies of France still flew.

Linctot and Langlade were both approximately the same age, there being only a few months difference, with Linctot being the younger. This however is where the similarity ended. As a young cadet, Godefroy Linctot had initially learned the art of soldiering in the gentlemanly traditions of Guyenne, Languedoc, and Royal-Rouissillon. Charles Langlade launched his career by tearing the living heart from the breast of Chief Unemakemi, "Old Britain", and eating it as a warning to the British allied Miami at Pickawillany in June of 1752.

It might be noted that Charles Langlade, the fiercely handsome halfbreed who would serve both French and British masters as a partisan commander for more than half-a-century, was, when not making history, was, perhaps unwittingly, preserving it. From captives, taken by, or provided sanctuary with Langlade, prior to Braddock's Defeat, Pontiac's capture of Michilimackinac, and other episodes, we have been gifted with frank, contemporary, and first hand accounts of frontier episodes that would have been forgotten, or romanticized in local legend and folklore; as in the case of Clark's capture of Vincennes.

The British did not know what to make of all of this "canadian" and American activity in the North Country of the Illinois during this mild, but wet Winter of 1778-79.

But then, thought De Peyster, what other recourse did these Americans have? Hamilton at Vincennes held the Wabash. The Americans had no alternative but to assault Detroit by way of the Sauk Trail, or the Kankakee, and Fort St. Joseph.

If De Peyster still entertained any uncertainties about the intentions, or disposition of the Americans on February 20, 1779, his mind was put at ease by a dispatch from British fur agent Louis Chevalier at Fort St. Joseph. The dispatch read; "The Canadian Linctot and a company of mounted rangers have built a fort, and are buying horses in the vicinity of Chicago."

De Peyster had no way of knowing that Linctot had just implemented the diversion that would deprive Great Britain of all of her holdings that lay between the Alleghenies and the Mississippi River. While Hamilton basked in the security of the palisades of Fort Sackville, and De Peyster at Michilimackinac, and Lernout at Detroit prepared to intercept Clark between Chicago and Fort St. Joseph, Clark was marching on Vincennes...

CLARK CAPTURES VINCENNES

While Linctot and Maillet harried, harrassed and confused the British and their Indian allies in the north, George Rogers Clark put together an expeditionary force of eighty Americans, and ninety French, some armed with nothing more than pikes, and prepared them for an assault on Fort Sackville, at Vincennes, 142 miles distant. Clark's column left Kaskaskia on February 5, 1779, and trekked some 142 meandering miles through marshland, quagmires and flood plains, arriving before Fort Sackville to confront Henry Hamilton on the morning of February 24, 1779.

Clark declined Indian offers of assistance, assured the safety of the habitants and their property, and demanded Hamilton's immediate and unconditional surrender. Fort Sackville could have withstood a time killing siege, even though Hamilton had sent most of his regulars and Indians home to Detroit. Although initially awed by Clark's audacity, Hamilton regained his composure, took stock of the situation, and began to concern himself and address Clark in terms of conditional surrender, immediate parole, and the "honors of war". Clark knew that these unregenerate parleys with Hamilton could go on forever. Hamilton was buying time, and time would bring the partisans, and the British Indian allies rushing to Hamilton's relief. Time could temper Clark's personal anger, compromise his demands, and make Hamilton's terms sound reasonable to the habitants of Vincennes, and possibly to Clark's own men, especially those with relatives among Hamilton's forces.

Suddenly, as negotiations reached their lowest ebb, there burst from the forest and onto the Vincennes common, a British warparty with scalps and prisoners in tow, fresh from a raid on the Falls of the Ohio at Louisville. The warparty, led by two French partisans dressed as Indians, had not been appraised of Hamilton's situation and naturally thought Clark's Virginia Forces were a welcome party.

At 100 yards everyone in buckskin looked alike. Clark used the incident to his best advantage, and deployed Captain John Williams Company to "escort" the warparty in. Beating their chests and "halooing in the Indian manner", William's Company rushed out to "greet" the warparty. Clark's capture of Fort Sackville was not to be the bloodless and bizarre reenactment of Hamilton's capture of Fort Patrick Henry.

SCHIEFFELIN'S STORY

The story is best told in the words of Lieut. Schieffelin of the British Indian Department; "At the time our flag was sent out from Fort Sackville, an Indian party that had been on scout, returned. The rebels, along with the inhabitants of the town, ran out to meet them. The Indians, not being apprized that the townspeople had joined with the rebels, imagined that everyone had turned out to salute them."

"To their great misfortune, after they had discharged their pieces into the air, they were fired upon by the rebels and citizens. Several were killed on the common in sight of our fort, others were brought in and kicked by the rebels; then marched through the streets."

"Several Indians, and two partisans, Frenchmen in His Majesty's Service, were seated in a circle when Colonel Clark, the commandant of the rebels, took a tomahawk, and in cold blood knocked the Indians brains out, dipping his hands in their blood, and rubbing his cheeks with it; while yelping as a savage."

"The two Frenchmen and one Indian who were to share the same unhappy fate, were sergeants in the Detroit volunteers, and were saved from this bloody massacre, one by his father, Lieutenant St. Croix, who was an officer with the rebels, who did not know his son until they informed him that he was one of those in the circle in Indian dress, and that he was to undergo this cruelty exercised by the Americans. The other Frenchman was taken by his sister whose husband was a merchant in Vincennes. One of the Indians was spared (by Captain Richard Mc Carty), he was the eighteen year old son of Pontiac, who many years before on another battlefield, had spared the life of this rebel officer".

"This treatment is unprecedented even between savages - to commit hostilities at the time a flag has been sent out."

(It might be noted here that in this, and in times prior to it, the flag of truce sent out was red, rather than white; for white in North America, and on the battlefields of Europe was still the colour of Bourbon France, the flags sometimes bearing the fleur de lies, and sometimes not.)

Schieffelin's account continues; "The dead carcasses of these unhappy fellows were dragged to the river by the rebel soldiery,

some still struggling for life after being thrown into the river.

"An Indian Chief by the name of Muckeydemengo, of the Ottawa nation, after Colonel Clark had struck the hatchet into his head, did with his own hands draw the tomahawk out of his head, presenting it again to the inhuman butcher Clark, inviting Clark to repeat the stroke, which he did. After the Governor and his officers were put on parole in Vincennes we viewed the bodies of those killed in the initial skirmish. The bodies lay on the common, stripped naked, and left for the wild beasts of prey."

Hamilton capitulated following this incident and surrendered Vincennes to Clark on February 25, 1779. Shortly thereafter, Hamilton and his lieutenants were marched off to Williamsburg, Virginia in chains...paraded through the streets of each community through which they passed.

Clark's humiliation of Henry Hamilton had lowered the Indian esteem for the British. Hamilton's capture however, only prompted British commanders to release more regulars and experienced partisans for western service, and provided richer presents, better rations, and more incentives for the British Indian allies.

In Illinois the war went on. There was no principle at stake, no conflict of political ideals was involved. The war was merely a contest to determine who would control the fur trade in the Northwest Territory.

On February 25, 1779, Fort Sackville at Vincennes once again became Fort Patrick Henry.

SIDELIGHT TO SACKVILLE

The "spoils of war" were few and far between in the Western Campaign. A decent gun, a brass pipe tomahawk, or a good steel knife taken from a dead Indian, or a waylaid British trader might well represent the total of ones rewards for a season of campaigning. Vincennes was quite another story.

Immediately following the capture of Vincennes, Captain Leonard Helm captured a British "supply train" on the Wabash River above Vincennes. The cargo yielded fifty-thousand dollars worth of "negotiable" booty that was later, in terms of scrip, divided equally among the eighty Americans and ninety French who had participated in the assault on Vincennes.

This incident brings to the fore an interesting insight into official British concern regarding the loss of Hamilton and Vincennes. Governor Haldimand's correspondence indicates that he was not so much grieved or concerned by the loss of Hamilton and Vincennes, as he was officially outraged by the fact that the booty, captured from the British on the Wabash by Captain Helm, "is being sold back to British traders at Michilimackinac by individuals who are unquestionably American agents."

NOT EVERYONE GETS THE WORD

Shortly after the capture of Fort Sackville, Godefroy Linctot, who had been bivouaced at the mouth of the Aux Sable Creek, on the Illinois River in Grundy County, descended directly south by east by way of the "great prairie trail" to join Clark at Vincennes. Linctot remained at Vincennes for only a short time and was then dispatched once again to the Peoria Fort to take full advantage of the psychological impact that Clark's capture of Vincennes would have upon the British.

Captain Lernoult at Detroit was perhaps the first British commander to receive news of Hamilton's capture. This however did not perplex Lernoult so much as did the rumor that Clark, with five-hundred men on horseback, and a thousand men on foot, were advancing upon Detroit from Vincennes. Lernoult did exactly what Clark expected him to do. Rather than launch a counter-offensive with the many regulars, partisans, and Indians he had at his disposal, the predictable Lernoult continued to build the walls of Fort Detroit a little higher, and a little thicker.

However, as so often happens in times of war, not everyone got the word.

On April 4, 1779, Lieutenant Charles Gautier de Verville, Langlade's nephew, had still not heard the news of Hamilton's defeat and capture. Verville was on his way to Kaskaskia from Prairie du Chien to attack Clark, as part of the Spring Offensive of 1779, an offensive which the British had called off, without notifying young Verville. Over the Winter, Verville had captured two of Maillet's rangers, who revealed to Gautier de Verville the true and desperate situation that Clark was in regarding munitions, supplies, and manpower, an appraisal based on their last visit to Cahokia sometime before Clark had decided to march on Vincennes.

Verville was confident that his force of several Canadians and two-hundred Indians, combined with his uncle's force coming down the Illinois, could overwhelm Clark's positions. The truth is that they could have, since Kaskaskia and Cahokia were at this time defenseless with Clark off at Vincennes. With Spain still neutral, and with Langlade and Verville holding Kaskaskia and Cahokia, Clark might just as well return to Virginia. However that is not the way that fate would have it. Linctot had so intimidated the Indians in the Milwaukee towns that Langlade could find none willing to follow him. The capture of Hamilton compelled De Peyster and Lernoult to deploy their regulars and partisans defensively, rather than offensively, depriving Langlade of the token white cadre required to lead and maintain order among the Indians, the Indians that in this instance, Langlade was unable to recruit in the first place, because Linctot had told them that "Clark was coming through in Spring with three-hundred horsemen to capture Green Bay!"

The "coup de grace" to the Great British Offensive of 1779 however was delivered by an Indian. The Verville Expedition got off to a good start and was rapidly descending the Mississippi

when at the mouth of the Rock River the brigade was stopped by La Main Casse (Broken Hand) and his American allied Sauk who told Verville of Hamilton's capture, and demanded that Verville surrender his prisoners and return up river. Verville, puzzled, if not dumbfounded by the news, and Broken Hand's authoritative ultimatum, complied and returned to Prairie du Chien and thence to Michilimackinac, perhaps to find out first hand exactly what the heck was going on!

MAILLET SACKS FORT ST. JOSEPH

In mid-April, 1779, with Verville out of the way, and Lernoult busy building a new fort at Detroit, Jean Baptiste Maillet, with ten Cahokians and "reportedly" some three-hundred Indians, probably a greatly exaggerated figure, left the Peoria post where Clark had assigned them, and by way of the Illinois River and the Sauk Trail, passing through Grundy, Will, and southern Cook County, northern Indiana, and into southern Michigan, Maillet's force captured and razed old Fort St. Joseph, and returned to Cahokia with a few prisoners, a swivel gun, and several bales of pelts. Maillet had personally dispatched one wounded prisoner on the return trip.

Maillet had undertaken the expedition against Fort St. Joseph on his own. As you will recall, Linctot hastened to Vincennes from the Aux Sable Creek when news reached him of Hamilton's defeat. From Vincennes, Clark dispatched Linctot to repair to the Peoria Post, to insure that everyone there was on their toes just in case De Peyster and Langlade were still entertaining notions about an assault upon the Illinois Country by way of the Illinois and Mississippi Rivers. Having secured the Peoria Post, Linctot returned to Cahokia to attend to personal and business matters, more than a month prior to the Maillet Raid.

When Maillet returned to Cahokia, fresh from his raid on Fort St. Joseph, Linctot could only surmise that the Peoria Post had been left unguarded, although Maillet assured him that it was secure. Linctot descended to Kaskaskia where he informed Clark of the situation. On May 28, 1779, Clark directed Linctot to organize a force to reconiter the upper reaches of the Illinois River to determine whether the British were making any attempt at pursuit, and to insure, through the media of presents, that Maillet's actions had not breached Potawatomi "neutrality". Quite frankly Maillet's "three-hundred Indians" were in all likelihood, Potawatomi.

Linctot left Cahokia on June 8, 1779, with thirty freshly mounted, and fully equipped rangers; mounts and equipment paid for out of Linctot's own pocket. Clark had no money to finance the organization of this Ranger Company, so Linctot had parleyed some \$3,836.00 worth of pelts into arms, equipment, supplies and trade goods on June 5, 1779 at Cahokia. Linctot placed the appreciable cash balance at the disposal of the Virginia State Forces.

Linctot's column split up into several reconaissance, or "spy" patrols which apparently probed as far west as Rock Island, and as

far east as English Lake, Indiana on the Kankakee River, and then north to a landmark called Oak Point which was located in what appears to have been southern Michigan, a short distance south of Niles, where Fort St. Joseph was located. The rangers made their reconnaissance, distributed their presents, found no British, and returned to the Peoria Fort. One of the "hangers-on" at the Peoria Fort was a Monsieur Babie, a British spy in the employ of Major Arent Schuyler de Peyster, commandant of Michilimackinac.

Babie's information that Godefroy Linctot was at Peoria reached De Peyster at Mackinac on June 27, 1779, but long before the news reached De Peyster, Linctot's close friend, black Jean Baptiste Pointe Du Sable, rushed from Chicago to Peoria to inform Linctot of Babie's treachery.

THE REAL JEAN BAPTISTE POINTE DU SABLE

In his reports to Colonel Clark, Captain Godefroy Linctot memorialized the Dominican black, Jean Baptiste Pointe du Sable, as "a great influence among the French and Indians for the American cause".

During the American Revolution Du Sable served only one cause, and that was the American cause, even though he held the Crown appointment of British fur-factor at Chicago, and would later receive what was either a warrant, or commission in the British Indian Department placing him militarily under the command of Charles Glaglade.

Du Sable personally envisioned himself as a self-styled messiah among the Potawatomi, Ottawa and Chippewa in the Chicago area from about 1778 or 1779, on through 1799. This hurt no one, but certainly helped many, especially white captives, women, children, soldiers and civilians brought to Illinois by these tribes, as well as the Kickapoo, Sauk, Fox and Winnebago from as far distant as Ohio, Pennsylvania, and Kentucky.

Jean Baptiste took his surname, Pointe du Sable, from the jargon term for Chicago itself, that being "sand point", which in the litaney of the voyageur was the enormous banked and barren sand and gravel bar jutting out into Lake Michigan, marking, obscuring, and at some times totally concealing, the mouth of the Chicago River.

Du Sable was conversant in English, French, and several Indian dialects, and the legends regarding him are legion. However there are too few known facts about him that overshadow the fact that he was unique, because he was black. In truth Du Sable was unique as a frontiersman, a patriot, and as a man. The nature of the frontier demanded that there be a certain equality among men, and understanding if they were to survive. The elements made no distinction between black and white, and the redman looked upon all intruders as figures done in shades of gray, casting the same dark shadow upon the land.

131

On the frontier it was possible for a man to profit quickly or die slowly. A man's success or failure depended upon his ability, or inability, to get along with other men, red, white, black, and shades between.

When America found it needed black heroes, Du Sable was there. What is more important however is that when America needed men, blacks and whites like Du Sable were there.

One of the most creditable descriptions of Du Sable's influence and industry is gleaned from the Journal of John Upp, the narrative of two young Kentuckians, John Upp and George Sprinkle, captured by the Kickapoo while playing in the canebrakes along Ohio River in the Spring of 1793. Traded to the Potawatomi these boys spent their last year of captivity in an Indian town in the vicinity of Millsdale in Channahon Township, where they survived a small-pox epidemic, and eventually came to the attention of two Canadian traders working out of Vincennes. Du Sable secured the release of Upp and Sprinkle and delivered them to Fort Wayne in the Spring of 1795. As it turned out, the ransom promised the Indians, a fine rifle for the two boys, wound up coming out of Du Sable's own pocket.

Upp describes Du Sable; "The Negro was considered a very "big man" among the Indians. He could speak English, Algonquian, French and Spanish. Besides he was the owner of a large tract of land, and he had not only a trading post, but a blacksmith shop, a horse mill where he made a poor quality flour, and a number of looms on which he turned out bolting cloth." Upp's narrative indicates that Du Sable had a "black servant" of his own!

It might be noted here that during the 1780's, on thru Harmar and St. Clair's Defeat, and the Battle of Fallen Timbers in the 1790's, that the Mont Joliet, the Joliet Mound in Section 19, Joliet Township was a notorious trading ground for white captives.

LINCTOT ELUDES VERVILLE

Informed of Babie's communique to De Peyster, Linctot thanked Du Sable for his information and directed him to return to Chicago, and if questioned, instructed Du Sable to conceal no information that might jeopardize, or compromise his appointment, or usefulness as an American agent. Linctot, and his Lieutenant, De Gras, would be well out of harms way before the British could organize any pursuit.

On July 6, 1779, Linctot and De Gras, and the better part of the Ranger Company left Peoria and proceeded due east and overland to Fort Ouiatenon, on the Wabash River, at West Lafayette, Indiana.

The road to Ouiatenon was dotted with the landmarks that had highlighted the stories told Linctot as a boy, by Captain Coulon de Villiers, "Le Grand" Villiers", who as a teen-age Cadet had accompanied his father, Nicholas Antoine, into the field against the Fox Indians in 1730, and who, twenty-four years later, routed

Lt. Colonel George Washington and his Virginians and regulars from that rude stockade called Fort Necessity in the midst of The Great Meadow.

The road to Ouiatenon passed east from Peoria to West Lafayette on the Wabash by way of Bloomington and Hoopeston, passing through Kickapoo Country following La Hotan's old Iroquois War Road that would later become the Illinois, New York, and St. Louis Railroad right-of-way, with Illinois Rte. 9, and Indiana Rte. 26, running parallel to it.

This route took Linctot's column along the upper reaches of the Sanguinont, "bloody hill", River that the Americans would later anglicize to Sangamon. The trail passed just north and above the Old Town Timber and the place called Etnataek by the Potawatomi, and Sanguinont, "the bloody hill" by the French. The "bloody hill" lay seven miles to the northeast of the Old Town Timber, three miles east of present day Arrowsmith, Mc Lean County. It was here in September of 1730 that the forces of New France and Louisiana, led by Lieutenant De Villiers, Lieutenant De Noyelles, and the fifty-year veteran of the King's service, Ensign Groston de St. Ange, found the "Renard Savages", who had forted up on this peculiar meander of the Sangamon River awaiting the arrival of their Iroquois allies, who would never come.

Following a twenty-two day siege and battle in which the Fox were reduced to eating their footgear and shields, the Fox slipped out of their fort during a storm in the dark of night, and in three columns, to protect the women and children, and to confuse French pursuit, the Renards attempted to reach the the Old Town Timber.

Burdened by the aged, wounded, women, and children they were overtaken almost at dawn's first light by the French and their Sauk, Peoria, and Piankshaw allies who destroyed almost all of the captives by shooting, burning and torture. The number reported "destroyed", while perhaps somewhat exaggerated, was in the vicinity of six-hundred.

The reader might well consider the last few paragraphs as totally unrelated to the subject at hand, the American Revolution in Northern Illinois. It is not right however to leave the reader with the impression that frontier warfare was one succession of blundering, bloodless, fiascos in which the Indian was always the victim, and the white man always the villain. The Fox had preyed upon the Illini and other tribes, as well as the French for some twenty-six years before the French contained, and destroyed them. The French attempted a multitude of pacification policies, and made no demands upon the Fox other than being asked to be left alone. The Fox did not "play fair" by Indian, or white rules and they were considered as "outlaws" by everyone of the Indian Nations, to include the Sioux, who were not even much in the picture yet.

The opportunity for bloodshed and carnage, burning and torture, was omnipresent and always a possibility in the Illinois Country, however men both red and white like Tecumseh and Simon Kenton seem to have gotten their fill of barbarism in Kentucky and Ohio between 1775 and 1778. Again however, the opportunity was always there. Perhaps the stories that a young Linctot had heard from Coulon de

Villiers had made an older Linctot a wiser man.

Lieutenant Gautier de Verville was dispatched from Michilimacine to capture Linctot at Peoria. Verville arrived at Chicago on July 10, 1779, and descended the Des Plaines and Illinois River, reaching Peoria in the early hours of the morning of July 19, 1779. Verville found the post garrisoned by five rangers, four of whom escaped, while one was captured. Verville burned the Ville de Maillet to the ground.

While Verville was pursuing Linctot, De Peyster, in mid-July, 1779 was notified that a large contingent of Americans were on their way to attack Detroit by way of the Illinois River, the Sauk Trail, and Fort St. Joseph. De Peyster dispatched his second in command, Lieutenant Thomas Bennett, with twenty regulars, sixty traders, and two-hundred Indians to Fort St. Joseph, at which point they were to intercept the "400 horsemen" rumored to be "advancing upon Detroit from Chicago."

It must be remembered that at this time, and well into the 1830's, "Chicago", and the "Chicago Country" was just about everything in northeastern Illinois north of the Kankakee River, and east of the Fox River.

While De Peyster was tying up his partisans and regulars in pursuit of Linctot, and in attempting to intercept Clark's "fabled four-hundred", the well geared Linctot rumor mill was turned now upon Captain Lernout at Detroit. On July 18, 1779, the British Indian agent at Fort Miami (Fort Wayne), a Monsieur Lorraine, reported to Lernout that "the bostonais, four-hundred strong, with seven cannon and four mortars, will be at Detroit in August." The report continued "they will be advancing upon Detroit from Vincennes by way of the Wabash and Maumee Rivers". Lernout just kept building the walls of Fort Detroit higher and thicker.

WE'D LIKE TO GO, BUT WE GOT NO SHOES

The truth of the matter is that during the Summer of 1779, George Rogers Clark did not have the money, men, or munitions to competently defend his own holdings, no less attack Detroit by way of the Illinois or Wabash Rivers.

That is not to say however that no attempts were made to organize an assault upon Detroit. Captain James Shelby at Clark's direction organized an expeditionary force of 150 French and a small contingent of Americans to march on Fort St. Joseph, and thence to Detroit from Vincennes. For this expedition Godefroy Linctot is mentioned in dispatches as having had "secured the support of nearly six-thousand Indians", meaning most probably that the chiefs and headmen representing many nations, tribes, clans and bands had pledged their support, neutrality, or non-opposition to the Shelby expedition as it advanced upon Detroit. When it came time for the expedition to get underway, the Americans and French refused to go because they had no shoes!

SOME SAND IN THE GEARS

The information pertaining to the abandonment of the Shelby Expedition came to light when a Sergeant Chapman of the British Indian Department intercepted a letter from Colonel Clark, addressed to Thomas Jefferson, dated August 24, 1779, in which Clark explained his predicament, and need for reinforcements and supplies.

This letter proved to be sand in the gears of Linctot and Clark's rumor mill, and made the British realize that the Americans were operating on guts and a shoestring. As a result the British became a lot braver, and daring in their strategy.

BENNETT AND DU SABLE

As the reader will recall, De Peyster dispatched his second in command, Lieutenant Bennett, to Fort St. Joseph in mid-July, 1779, to intercept Clark's "four-hundred horsemen", marching on Detroit from Chicago.

Bennett and his substantial force of regulars, traders, and Indians arrived at St. Joseph on July 23, 1779. Bennett found the "fort", that is the stockaded agents cabin, in ruins, devastated by the Maillet Raid the past April. Bennett immediately threw up another stockade, one mile west of the river and occupied it.

By August 9, 1779 Bennett still had had no success in raising any of the Potawatomi around Fort St. Joseph to scout the Illinois, Kankakee, and Des Plaines River area for some sign of Clark's four-hundred horsemen. These Potawatomi, led by Saquina (Blackbird), and Nakioum, had pledged their "neutrality" to Clark at St. Louis shortly after the capture of Kaskaskia. Bennett was getting no where with the Indians, and even the arrival of Charles Langlade with sixty Chippewa (Sautiers of Wisconsin), and Ottawa, did nothing to change the Potawatomi attitude of indifference toward the British.

It is not known what became of Verville after he sacked the Peoria Fort, taking one captive, on July 19, 1779. Verville was certainly "behind the lines", and would certainly have been aware of the presence, or movements of "four-hundred horsemen". Then of course the rumor was that the offensive against Detroit was scheduled for August, which would leave Verville out of the picture after all. Langlade's being dispatched to St. Joseph indicates that Verville did not return to Chicago and Michilimackinac at all, but most likely proceeded northwest and overland to the Rock River, then north to his own agency at Prairie du Chien on the Wisconsin River.

Bennett dispatched twenty of Langlade's newly arrived Chippewa and Ottawa to reconnoiter the Illinois River and the old Illini and Sauk Trail complex passing through Grundy, Will, and southern Cook County, and northern Indiana. The scouting party returned in two days having proceeded no farther west than Michigan City, Indiana, where the Potawatomi threatened to annihilate them if they insisted

upon proceeding any farther west. Between August 9, and September 1, 1779, Bennett's scouts reported that the area immediately south of Fort St. Joseph, that is the vicinity of present day South Bend, Indiana, was being patrolled by Lieutenant De Gras and a company of horse mounted French and American rangers operating out of Fort Ouiatenon. This was of course Linctot's ranger company that had left Peoria for Ouiatenon on July 6th.

Following his return to Chicago from Peoria, after informing Linctot of Babe's treachery, Jean Baptiste Pointe Du Sable moved out of Chicago and reestablished his operations on the River de Chemin, "Trail Creek", at Michigan City, Indiana. In that this was the point at which Langlade's Chippewa and Ottawa scouts were threatened with annihilation, Bennett became suspicious of Du Sable's activities and dispatched a Corporal Tascon to the River de Chemin, to arrest Du Sable and bring him to Fort St. Joseph for questioning.

Bennett interrogated Du Sable and could find no fault with his answers, Langlade however, eternally suspicious of the Dominican black, did not relent in his accusations that Du Sable was an American agent in Clark or Linctot's employ. Du Sable was sent to Michilimackinac where he was personally questioned by the American born, New York Tory, Major Arent Schuyler De Peyster. De Peyster exonerated Du Sable, presented him with what was either a warrant or commission in the British Indian Department, the latter perhaps to spite Langlade, whom De Peyster had come to regard with disdain, and bade Du Sable to return to Chicago. If De Peyster had any reservations regarding Du Sable, he was wise enough to let it pass, for Du Sable was so influential among the Potawatomi along the Illinois River, at Chicago, and Fort St. Joseph; as indicated by the indifference and hostility of the Potawatomi toward Langlade and Bennett, that De Peyster knew that if he detained Du Sable it could well lead to open war with the Potawatomi and deprive the British of both Chicago, and Fort St. Joseph, the last two footholds other than Prairie du Chien, that the British still held in the North Country of the Illinois.

After Bennett returned to Michilimackinac in September of 1779, things quieted down somewhat throughout the western theater. The Winter of 1779 was clear, but bitter cold, and there was very little field activity on the part of the British or the Americans. It was over this Winter of 1779-80 that Clark made the environmental impact statement that historians and naturalists still quote to this day; late in the Winter of 1779-80 the last of the great herds of black buffalo in Illinois made their exodus to the west by swimming, and walking the ice floes across the Mississippi River. Sometimes we regard such statements too emphatically, and employ them with too much stress on finality. The fact is that isolated herds of buffalo were roaming the Homer and New Lenox Township area of Will County as late as the Winter of 1826-27, when these herds, and just about all of the large game animals were wiped out by a dreadful Winter of deep snows and bitter cold. The deer of course, and some antelope made a comeback for they found some shelter and forage in the forest. The prairie roaming buffalo however would not be seen again, but their bones and flaking horns littered the prairie well into the 1830's.

LINCTOT GOES TO WILLIAMSBURG

Over the Winter of 1779-80, Captain Linctot, accompanied by thirty Plankshaw and Potawatomi went to Williamsburg, Virginia to collect supply bills and meet with Governor Thomas Jefferson. Linctot's company was just one of a legion of provisional and regular units present in Williamsburg and scheduled to meet with Jefferson in the Guard Room of the Governor's Palace.

Following the meeting, Jefferson, in a note to Clark that is still preserved in the Virginia Papers, comments that "of all the Indians and provisional troops that I have interviewed, Linctot's are the only ones with any manners."

Linctot returned to Vincennes and Clark immediately dispatched him to Fort Pitt (Pittsburgh, Ohio), to recruit Indian allies for a joint attack on Fort Detroit, more properly called by now Fort Lernoult, from both Fort Pitt and Vincennes during the Spring of 1780. Linctot travelled through the Moravian and Delaware towns, in many instances right under the nose of the British, sometimes even in their company.

Linctot left Fort Pitt on May 4, 1780 and returned to Cahokia. No sooner did Linctot dismount than he was informed that the British were poised for a major invasion of the Illinois Country and the Spanish and American forts along the Mississippi, Wabash, and Ohio Rivers. Clark ordered Linctot to recruit a force of two-hundred whites and Indians to organize the defense, and reinforce Fort Thomas Jefferson on the Mississippi River, three-and-one-half miles below the mouth of the Ohio River. Clark himself repaired to the Falls of the Ohio at Louisville to superintend the construction of defenses there. Colonel John Montgomery, commanding the Illinois Regiment, Virginia State Militia, organized at Williamsburg in December of 1778, was left in charge of the defense of Kaskaskia and Cahokia during Clark's absence. It should be understood that the Illinois Regiment, Virginia State Militia, and Clark's Kentucky Riflemen, Virginia State Forces, which came to include Linctot's Rangers and other partisan French-American-Indian commands, were two separate, and distinct units both in organization and administration.

Previously neutral Spain, inspired by Clark's successes, declared war upon England in May, 1779, and now, in May, 1780 the British lay poised at Prairie du Chien and Chicago to destroy St. Louis, St. Genevieve, Kaskaskia and Cahokia, after which they intended to rendezvous with another British force coming down the Wabash and the Ohio and proceed down river to New Orleans, where they would join with a Royal Navy squadron which by this time would have supposedly captured every Spanish fort along the Gulf Coast.

Again however, that is not the way that fate would have it. The success of the "Great English Offensive of 1780" was dependent upon Captain's Hesse and Langlade securing the Illinois Country and St. Louis. This would signal the commencement of the Detroit and seaborne aspects of the 1780 Offensive against the Spanish and Americans in the western theater, and along the Gulf Coast.

THE GREAT ENGLISH OFFENSIVE OF 1780

Captain Emmanuel Hesse, an experienced soldier and Indian trader, and a Chief Wabasha were the spearheads of the 1780 Offensive poised at Prairie du Chien ready to sweep down upon Clark. Hesse's effective force numbered 950 regulars, partisans and Indians. Charles Langlade, with 500 regulars, partisans and Indians descended the Des Plaines and Illinois Rivers in "two vessels and several canoes", then set up camp on that great island in the Illinois River below the "bluffs of the Illinois", just east of Peru, due south of the junction of Route 6 and 351. From this place Langlade's force launched several diversionary raids upon Cahokia and Kaskaskia by coming down through Kickapoo country, that is overland through Bloomington, Springfield, and Litchfield.

Why Langlade never even attempted to advance further is not known. It is presumed that he was to have joined with Hesse in a joint assault upon the Illinois Country and New Spain. However we may be presuming too much. Langlade may have been situated where he was, so that as the situation demanded he could support a force in distress on the Wabash or the Mississippi River, or at Fort St. Joseph. Langlade was apparently the British team's "shortstop" in the Offensive of 1780.

Interestingly enough all of the information pertaining to the Langlade Expedition, both Linctot and Clark credit to Jean Baptiste Pointe Du Sable. Du Sable, much to Langlade's displeasure was an appointed member of Langlade's military command holding as I said, either a warrant or commission in the British Indian Department.

When Langlade arrived at Chicago in mid-April, 1780, he, Langlade immediately set to either erecting a fort, or repairing one previously built, on the same site where Fort Dearborn would later stand. The fort completed, Langlade told Du Sable to leave Chicago and repair to Trail Creek at Michigan City, Indiana. With Du Sable out of the way, and out of his hair, Langlade descended to Peru, Illinois, where by the way, the "deep water" of the Illinois River commenced, capable of supporting his "two vessels" which other sources list as having been "chassieus", large scows. Quite frankly the month of April was about the only month of the year in which the Des Plaines River could have supported the draft of vessels this large. After the Spring thaw had ebbed, and the river returned to its normal level, these scows would have to have been carried down the Des Plaines and Illinois River to Peru.

Seemingly perhaps, the question, "What were the two scows for?" is unimportant. However considering that historians tend to impune Langlade's reputation for not supporting Hesse at St. Louis, venturing that Hesse's Indians failed him because of Langlade's absence, it would appear that the "two vessels" might be a partial solution to the question of Langlade's conduct. The scows were apparently meant for river service, and not just transportation. Clark notes that in early-May of 1780 there were accelerated raids and unprecedented incidents of sniping, burning and murder in the vicinity of Kaskaskia and Cahokia. One aspect perhaps of Langlade's "diversion".

What it pretty much boils down to is that Hesse and Wabasha were to have invested and captured St. Louis, Kaskaskia, and Cahokia on their own, backed up somewhat by those partisans and Indians that Langlade had dispatched overland to "come in through the back door" of Kaskaskia and Cahokia. Langlade was apparently under instruction not to move until he was notified of the success of the Hesse invasion. Upon notification Langlade would then move down river with his "reserve" force, those who had not already been dispatched overland, and deliver the "two vessels", large scows probably mounted with swivel guns, to Hesse, for service on the Mississippi River against the American and Spanish forts, mostly outposts, that the British would encounter enroute to New Orleans. The scows were probably intended to be manned by regulars, the majority of whom were with Hesse. Why did Langlade get saddled with the scows, and not Hesse? It was easier to bring the scows down Lake Michigan, and the Des Plaines and Illinois River than it was to carry them across Wisconsin. More explicitly and correctly it was much easier and more practical to bring them down Lake Michigan to Chicago from Michilimackinac than it was to take them from Michilimackinac to Green Bay, thence by way of the Fox River of Wisconsin thru De Pere and on to Portage, Wisconsin, over that arduous portage to the Wisconsin River, and down the Wisconsin River to Prairie du Chien. In April it was not unusual for these rivers to still be choked with ice, or so flooded as to be treacherous.

In the end Langlade's sole function would be to cover Hesse's retreat from St. Louis to Chicago; Du Sable would note that Hesse and Langlade returned to Chicago in great haste, and without the "two vessels", these skiffs, or scows, scuttled between Peru and Ottawa.

The English Offensive of May 26, 1780 was a total failure. The Spanish at St. Louis dug in and fought well under the supervision of their rheumatism wracked commander who had to be shuttled around in a wheelbarrow. Hesse's Indians were unnerved by the entrenched Spanish, and contented themselves with sniping at defenseless field hands from the safety of the riverbank. Clark had arrived at Cahokia from the Falls of the Ohio, twenty-four hours before the British attack on St. Louis began. A few British units did slip past St. Louis and undertook an assault on Cahokia but were immediately repulsed. The British broke off their attack upon St. Louis when Clark arrived with a flying column, however it was the dogged determination of the Spanish militiamen that truly saved Pancour; the one particular aspect of the offensive and its failure that the English resented the most. The Spanish had not fought that bravely, or with that much determination even on the battlefields of Europe for more than a century.

Captain Hesse, in his report to Captain Sinclair and Major De Peyster reported more than seventy Spaniards killed at St. Louis. The still extant parish records of Pancour for May 26, 1780 reveal that the Spanish losses for that day totaled but seven, with the note that they were killed while working in their fields, six shot and one tomahawked, the latter being a French lad and not a Spaniard.

The Spanish would not forget this day, although I am certain the British had wished they could.

RETREAT TO CHICAGO

When the assault on St. Louis collapsed, Hesse and his forces beat a hasty retreat up the Illinois River, headed for Chicago, "pursued" by Colonel John Montgomery and some 350 American and French. At Peoria, Montgomery broke off his pursuit of Hesse, perhaps fearing a headlong encounter with Charles Langlade further up river, and proceeded northwest and overland to the mouth of the Rock River, where for some inexplicable and unwarranted reason, Montgomery, who Linctot was to describe as "a coniving poltroon and a coward", burned the temporarily vacated, American allied Sauk Indian towns of La Main Casse, who had, just the year before compelled Gautier de Verville to abandon what could have been a crippling raid upon Cahokia.

Montgomery's force of 350 was horse mounted and could have easily overtaken Hesse and Langlade between Peoria and Chicago. He did not. Montgomery ignored his orders and proceeded northwest where he burned some vacated American allied Sauk Indian towns at the mouth of the Rock River, a deed for which he is remembered in history books, and children's stories, as "having fought the westernmost battle of the American Revolution" Actually the Sauk, La Main Casse did; the year before when he turned back Verville.

That is not however the end of the indictments against folk-hero Montgomery; just in this one campaign. Montgomery had avoided a confrontation with Hesse and Langlade, he also knew darn well that he wouldn't find any Indians, American allied or otherwise, dumb enough to still be hanging around the mouth of the Rock River. That was the first place the "white eyes" were going to come looking for Indians. All Indians didn't look alike, but their scalps did. But then perhaps it was not the Rock River towns that were initially Montgomery's destination, or the ones he intended to burn! Every evidence seems to indicate that his objective was actually Prairie du Chien. However when Montgomery reached Rock River he was informed that all of the Sauk and neighboring tribes had gone to Prairie du Chien to feast the British, which they had in the hope of securing through trade, whatever supplies the Hesse Column had left behind.

It is difficult to imagine what fantasy the phrase "gone to Prairie du Chien to feast the British", conjured up in Montgomery's mind. "The British" were in fact nothing more than a handful of clerks and a small cadre of warehouse guards, but Montgomery did not even bother to stick around long enough to find this out. He returned to Cahokia. Had Montgomery advanced up river and captured Prairie du Chien as a good soldier would have, he would have found his efforts well worthwhile. At Prairie du Chien was a large warehouse, Verville's, bulging with prime pelts. As it was, nine canot du nord, the great north cargo canoes, had to be dispatched from Michilimackinac to haul the all but abandoned fortune back to Michilimackinac from Prairie du Chien.

The attack on St. Louis found Linctot at Fort Jefferson, three and one-half miles below the mouth of the Ohio River. Linctot hurried to Cahokia with what men he could spare, and when he arrived Clark directed Linctot to organize a column to reinforce Montgomery. Even with Linctot's facility for expediting matters, recruiting, and provisioning took several days. Linctot left Cahokia with something less than two-hundred men, and Hesse and Montgomery had almost a weeks on Linctot.

Linctot pressed his column hard, his scouts reported that Montgomery appeared to have cut-off his pursuit of Hesse at Peoria, however Linctot does not appear to even have paused long enough to puzzle over this. He pressed on day and night, sometimes affording his column only two hours sleep and followed the Hesse-Langlade trail right up the east bank, and over and around the portages of the Des Plaines River right into Chicago where the imperturbable Du Sable, long returned from his "exile" at Trail Creek, informed Linctot that he, Linctot, had missed Hesse and Langlade's hurried departure for Michilimackinac by five days. Montgomery's perfidious conduct in abandoning the pursuit of Hesse and Langlade was never officially challenged, nor questioned, however, to be sure, Linctot did privately inform Clark of the situation and Montgomery knew it.

Before wrapping-up the "Great English Offensive of 1780", we should reflect just for one moment upon Jean Baptiste Pointe Du Sable. The historian comes to wince when in his reading he is entreated to that tired, over-simplified pseudo-statistical accolade pertaining to Du Sable; "The Indians say that the first white man to settle in Chicago was black."

The true nature of Du Sable's contribution to the American cause was this. Du Sable was a British subject, employed and appointed by the Crown as a licensed fur-factor at a British post. His commitment to the French and Americans had to be a commitment by force of conscience, because there sure was no profit, personal or otherwise to be gained, through an alliance with the Americans. The somewhat overt assistance that Du Sable had tendered the Americans could have well earned him a prison term, twenty years on the oar galleys, or in his case forfeiture of freedman's papers and commitment to indentured servitude, or just plain black slavery. Keep in mind that in both the British and American Army of the time, hangings and the firing squad were used to remedy much lesser offenses than "consorting with the enemy".

Quite frankly there was no advantage to being an American, an American ally, white, black, or red, or an American business man in northeastern Illinois until after 1818. Five outfits of the British Southwest Company controlled the fur trade as late as 1818 in Illinois and Wisconsin, tolerating the miniscule American Fur Company only so the Indians could realize through contrast, the better deal they were getting by continuing to trade with the British. The British continued to control Lake Michigan, the Indians here still held "gorget" commissions in the British Indian Department, came to the aid of the British at their bidding throughout the War of 1812. The Sauk, perhaps still smarting over Montgomery's cruelty so many years before, continued to fly the Union Jack over their towns as late as 1832,

East of Joliet. Joseph Gougar who in 1831 had a cabin on the Sauk Trail, later the Michigan Central, now the Penn Central right-of-way, remembered the Sauk passing east for the last time, on their way to Fort Malden, Canada, opposite Detroit, to collect presents from the British. The Gougars were among the few who had made any effort to learn the fine points of frontier etiquette from their Indian neighbors. Several Sauk braves dismounted and just stood there in the dooryard of the Gougar cabin. Joseph Gougar threw some four or five chickens out into the dust of the dooryard, the Sauk shot them thru with arrows, picked them up, and were once again on their way, having received the "tribute" from the white man to which they considered themselves entitled.

All of these facts and conditions considered, Du Sable, in espousing and assisting the American cause, could have only been one of two things; a patriot, or a madman. In either case the fact that he was black was his least unique distinction.

COLONEL AUGUSTIN MARTIN DE LA BALME

The failure of "The Great English Offensive of 1780", was the death knell of British Empire in the Illinois Country. All that presumably remained to be accomplished was the capture of Detroit. Clark's success in Illinois, De Leyba's determined defense of St. Louis, and Galvez capture of the British Forts Manchac, Natchez, and Baton Rouge, coupled with a rapidly developing French self-rule movement once again emerging, gave Spanish, French, and Americans, notably Clark, ideas of expanded and private American Empire.

One of the first opportunists to arrive on the scene was the foppish, hair-brained schemer, Colonel Augustin Martin de la Balme, who appeared in Cahokia during the Summer of 1780, complete with silver spurs and a silver mounted double-gun, claiming that he had been appointed, then resigned, as Inspector General of Cavalry by General Washington before coming to the Illinois Country.

Not much more need be said about La Balme other than that he espoused French take-over, and self-rule of the Illinois Country, and all of those lands west of the Alleghenies that had been New France and Louisiana prior to Montcalm's defeat upon the Plains of Abraham.

Needless to say, La Balme did not attract much of a following even among the French. La Balme did undertake an expedition against Detroit, and in order to "impress any Indians who might oppose him", La Balme burned and looted the village of Little Turtle, a neutral Miami living on the Eel River, twenty miles northwest of Fort Wayne. La Balme went to bed, satisfied with what he had accomplished, and during the night the Miami attacked, killed La Balme, scattered his army, and sent La Balme's silver spurs, double-gun, and cuff links to Major Arent De Peyster as a Christmas present.

THE BRADY - HAMELIN DISASTER

Before he left Cahokia, for his date with disaster on the Eel River, La Balme directed the organization of what he called "The Western Division of the Continental Army", the principals of which were a Canadian half-breed, Jean Baptiste Hamelin, and a former British Superintendent of Indian Affairs, an Irish adventurer by the name of Thomas Brady. "The Western Division of the Continental Army", comprised of sixteen men, to include Hamelin and Brady, set out for Fort St. Joseph some 400 miles distant on October 21, 1780. It was a rather piteful undertaking to say the least. The column departed Cahokia on foot, the only horse known to have been among their number at the onset was one ridden by Hamelin which he had recently secured from a Cahokia trader on the promise of several gallons of taffia upon the expeditions return. As it was the trader had to seek payment from Hamelin's "estate".

Speed was certainly not the forte of the Hamelin-Brady column. They advanced upon Fort St. Joseph by the "short route", the Sauk Trail, and fell upon the fort and its sleeping occupants in the early hours of the morning of December 3, 1780. This Fort St. Joseph was a new and substantial structure rebuilt upon the site of the original, on the east bank of the river. The raiders siezed some twenty-one British traders, several horses, and some fifty bales of goods, "killing one negro who attempted to escape for fear of being returned to slavery".

Laden with prizes and prisoners, the raiders retreat from Fort St. Joseph was slow and fatal. On December 5, 1780 they were overtaken on Trail Creek, the River de Chemin, at Michigan City, Indiana by a band of some thirty to fifty Potawatomi led by Indian Agent Etienne Champion. A skirmish ensued writing the final chapter into the brief history of the "Western Division of the Continental Army". Of the Hamelin-Brady force, four were killed, two wounded, seven taken prisoner, and three escaped. Hamelin was killed, Brady captured, two prisoners were later tomahawked, and three of the prisoners, one of whom was Brady were sent to Detroit for interrogation.

Some historians conjecture that the Maillet-Brady Expedition had perhaps hoped to reach a small abandoned British stockade dubbed "La Petite Fort" near the mouth of Fort Creek at Tremont, Indiana, eleven miles west of Michigan City, hoping their pursuers would be turned back by Du Sable's "Chicago Agency" Potawatomi as had been Bennett's Ottawa and Chippewa scouts the year before. This could only have been a presumption on their part, and not a plan.

It is far more reasonable to conjecture, due to the total absence of information pertaining to the conduct and intrigues of this expedition, that Hamelin and Brady, depending upon the "Potawatomi Neutrality" promised to Clark, expected no pursuit at all. What they had not taken into consideration was that the bales of goods and furs that they had stolen were the life's blood of the Potawatomi community, the fruits and rewards of Indian labor, and not that of the whites. Therefore Etienne Champion had little difficulty in securing Potawatomi assistance in pursuit of Hamelin and Brady.

143.

Quite frankly the Hamelin-Brady expedition was doomed from the start. It possessed more of an aura of a crusade than a military expedition. It was poor and carried none of the necessary presents to "buy off" the Indians along the way, or in the vicinity of Fort St. Joseph. It was in fact a filibustering expedition more oriented to personal gain than military objective, and those attracted to it, other than Hamelin and Brady were not truly aware of its motives or possible consequences. Brady alone appears to have profited from this debacle. Following his capture, Brady was either paroled by, or escaped from the British, and according to his account spent the rest of the war commanding a company of scouts in Ohio. Following the war, Brady returned to Cahokia and married a well to do, and landed gentlewoman, and in 1790 he was elected Sheriff of St. Clair County.

Even had the Potawatomi at Fort St. Joseph not pursued and delivered the coup de grace to the Hamelin-Brady Column on December 5th, the end would have come the next day, December 6th, when Lieutenant Dagneau d Quindre of the British Indian Department arrived on the scene at Trail Creek with forty Chippewa and Ottawa recently arrived from Michilimackinac. This force had been camped some distance from Fort St. Joseph when the raid occurred. As per usual the British preserved little information as pertaining to the raid itself, or the names and disposition of the "rebel" participants; but they do preserve a substantial sheave of materials in the Haldimand Papers debating whether it was Agent Champion, or Lieutenant de Quindre, who overcame and captured the Hamelin Expedition on December 5, 1780, effecting the destruction of "The Western Division of the Continental Army".

THE SAUK TRAIL

The route to Fort St. Joseph and Detroit was substantially the "short route" generally referred to as the "Sauk Trail". We will strictly concern ourselves with the routes used solely by men on foot and horseback, and not confound the issue by a needless description of the seasonal variables, alternatives, and routes dictating to, or accomodating waterborne traffic.

Expeditions coming up from Cahokia, Kaskaskia, etc., followed the Illinois River along its west-north bank as far as "La Petite Rocher", Buffalo Rock, just west of the mouth of the Fox River at Ottawa, Illinois. Here the trail left the Illinois River and passed upland northwest to the ford of the Fox River at Dayton. Here an expedition would pick up the old "Illini Trail", Route 6, which, as a matter of record, is a "true trail", west of the Des Plaines River, and follow Route 6 straight to the Gudgeon Island Ford northwest of the Mont Joliet, the island then lay in the Des Plaines River immediately below the mouth of the Hickory Creek. It might be noted that just southwest of the Mont Joliet, the Illini Trail, Route 6, forked. The Sauk passed to the northwest of the mound, and the Illini passed to the southeast, of this elongated northeast to southwest running landmark, and the trails joined again at the Gudgeon Island Ford, only to separate once more east of the Des Plaines.

East of the Des Plaines River the Sauk Trail is easy to follow because it has become permanently incorporated into the Michigan Central-Penn Central Railroad right-of-way almost without any deviation whatsoever. From Joliet it passes east through Frankfort, Chicago Heights, Illinois, Dyer and Michigan City, Indiana (Trail Creek), and on through to New Buffalo, thence to Niles, Michigan, passing through Niles a short distance to the north of old Fort St. Joseph. Through northeastern Indiana, and southern Michigan, Routes 12 and 20 that parallel the Penn Central are perhaps the "truer trail", but they are so close that the variation is of no consequence. At Niles, Michigan the Illinois-Detroit Road of Colonial days ceases to be the Penn Central right-of-way, and the Sauk Trail now becomes Route 12, a "true trail" with three distinct meanders and one major ford exactly as depicted on early nineteenth century maps.

In wrapping up the Sauk Trail it is necessary to note that in the preceeding paragraphs we have been concerned with its "eastern aspect". The Sauk Trail was actually a well established, well defined land route linking the Rock Island, Prairie du Chien area of Illinois and Wisconsin with Detroit and the Indian towns around Lake Erie. Therefore the "major trail" ran from the Rock River, southeast to the "fords of the Aux Plein" at Joliet, and northeast to Detroit. If you arrived at Joliet and were going to the mouth of the Rock River you forded the Desplaines at Ruby Street, followed Ruby Street, Route 30 right past St. John's Cemetery to Six Corners, and on through the "big slough" which is now Hillcrest Shopping Center and Molaschi Redi-Mix and its rapidly growing environs, and then onto Plainfield and the ford of the Fox River at Oswego, etc.

The old trails and war roads became plank roads and railroads, and later paved highways. There was no reason to change their route, or their course because more often than not they were the most direct route from here, to there, and could not be improved upon. If travelling these roads seems long, tiring and arduous in an automobile going 55 mph., imagine what the trip might have been like on foot or horseback, the trail nothing but a narrow corridor through prairie and marsh grass that stood nine feet tall in some places. With beauty and danger so omnipresent I doubt that they found time to be bored.

LOS SOLDADOS SIN CUERA

While La Balme, Brady and Hamelin were mulling over plans for a "filibustering crusade" against Detroit and Fort St. Joseph during the Fall of 1780, Captain Godefroy Linctot, work-horse of the war in the west, was traveling alone through Pennsylvania and Virginia attempting to arrange a great pan-Indian alliance against the British that would bring peace in the west. On January 1, 1781, Linctot was back in Vincennes attempting to explain Indian demands, and smooth out some of the problems that had arisen threatening to dissolve the French and American alliance in the west that had worked so well in war, but which was now deteriorating with the promise of peace.

On February 12, 1781, by way of the Illinois and Kankakee Rivers, we see the grand finale of the American Revolution in Northeastern Illinois played out as the complicated ensign of Catholic Spain is raised over Fort St. Joseph by Captain Don Eugenio Pourcee, and Sub-Teniente Don Carlos Tayon of the Second Militia Company of Pancour.

The presence of this flag, here, on this day in early 1781, would force certain compromises at Paris in 1783 that would result in the American Revolution in the Northwest Territory not being finally resolved and concluded with Great Britain and Spain until 1796.

Every so often there would appear in St. Louis an escort detail of Spanish regulars up from New Orleans, or from Santa Fe. These were the splendidly accoutered "soldados de cuera", the "leather jacket soldiers", wearing bull hide cuirass' capable of stopping an arrow, thigh high cavalier boots, and wearing a cup hilt rapier suspended from an ornate baldric slung diagonally across the chest. Large rowel Spanish spurs, a lance, and a wide brimmed, flat crown black hat gave the the appearance of Musketeers in the service of Louis XIII.

In contrast to these regulars of the Spanish Colonial Office, we might nickname Pourcee's Spanish forces "los soldados sin cuera", the "soldiers without leather jackets", for like their French and American counterparts they affected the somewhat nondescript blanket shirts, capotes, and animal hide parka's that the bitter weather demanded.

The Pourcee-Tayon Expedition left St. Louis on January 2, 1781 with 65 Spanish, 30 French and American militia, and 60 Potawatomi, Ottawa, and Sautiers (Chippewa of Wisconsin), led by "Heturno" and "Naguiquen" (who De Peyster identifies as Seguinac and Makewine, who in reality, are in fact, our old friends, Saquima and Nakioum.).

At Meredosia the column came upon Jean Baptiste Maillet and a scouting party of ten horse mounted Canadians who joined them. It took Pourcee eighteen days to reach Peoria. The Winter was most severe, and a freeze that set-in in November, 1780 did not temper nor abate until mid-April, 1781. Pourcee's column reached Peoria on January 20, 1781 and departed Peoria on January 21st. The expedition had ascended the Illinois River in batteaux and pirogues accompanied by Maillet's men on horseback. Above Peoria the Illinois River was a solid frozen sheet of ice, and the expedition was forced to abandon their pirogues and continue on to Fort St. Joseph on foot, with only five pack horses, loaned by Maillet, to carry extra ammunition and presents for the Indians they would encounter.

It took the Pourcee-Tayon Expedition twenty more days to cover the distance between Peoria and Fort St. Joseph at Niles, Michigan. They were taking the "long route", La Salle's old route to Fort St. Joseph, that being walking the ice of the Illinois and Kankakee River through Will and Kankakee County, Illinois, and northern Indiana, through the English Lake, thence to the Oak Point Portage, and a short distance overland to Fort St. Joseph.

The night of February 11, 1781 found the Pourcee-Tayon Column camped two demi-leagues (4.60 statute miles) south of Fort St. Joseph. In the early hours of the morning of February 12th, the expedition passed down the ice bound St. Joseph River and took the Fort by surprise, without a shot being fired.

Eight prisoners were taken and the "loot of the town", the fort's booty, was divided among the Indians. It is interesting to note that the British Superintendent at Fort St. Joseph was the forty year King's Service veteran Louis Chevalier, and that the interpreter for the Spanish Column, selected by Governor Cruzat personally, was Louison Chevalier, the son of Superintendent Louis Chevalier. The senior Chevalier was taken later to Montreal on suspicion of duplicity, but was of course exhonored. The younger Chevalier unabashedly accepted an Ensign's commission in the Spanish Colonial Service upon his return to St. Louis.

The Spanish flew their flag over Fort St. Joseph for twenty-four hours, and then on February 13, 1781 they razed the Fort, sparing only the chapel, and began their long march back to St. Louis, arriving there on March 6, 1781.

On February 14, 1781, "day late" Dagneau de Quindre arrived at Fort St. Joseph not only to find it sacked, but this time leveled. For the second time in three months De Quindre looked a fool. What repeatedly saved him from personally being "sacked" by the British "high command", was that he had some five brothers and several cousins of the same name, serving as officers in the British Indian Department. De Quindre wisely made no attempt to even suggest a pursuit of the invaders.

The motives for the somewhat redundant Pourcee-Tayon Expedition, and the capture of Fort St. Joseph in February of 1781 did not become clear until the peace commissioners, representing the United States, Great Britain, France, and Spain sat down to work out the Treaty of Paris in 1783, the instrument that concluded the British-Colonial Hostilities in North America.

BY RIGHT OF CONQUEST

At the peace table in Paris, Spain, supported by France, claimed by ancient "right of conquest", all of the land traversed by the Pourcee-Tayon Expedition of 1781, and all of those lands that lay between the Allegheny Mountains and the Mississippi River. Spain was attempting to maneuver the American Commissioners, Jay, Franklin, and Adams, into a position where they would have to coerce England into surrendering Gibraltar to Spain in order to clear American title to the lands that lay between the Alleghenies and the Mississippi.

As absurd as this claim might sound, Jay, Franklin and Adams lost no time in secretly concluding a separate peace treaty with Great Britain. Spain did not acquiesce in her claim to the lands east of the Mississippi River until 1795, and it was not until the

following year, 1796, that the British finally surrendered Detroit to the Americans, moving across the strait to Fort Malden at Windsor, Ontario, Canada where the Sauk and Fox would come to collect presents from the British as late as 1831.

COME THE CARPETBAGGERS

In June of 1781, Colonel John Montgomery ascended to the command of the Illinois District which included Vincennes, Cahokia, Kaskaskia, and Prairie du Rocher. Godefroy Linctot was promoted to Major and appointed Indian Agent at Prairie du Chien, about as far-flung an outpost as one could be appointed to. Clark personally made these appointments, and they were the democratic version of "seigniories", spheres of influence and profit granted for extraordinary service. Clark may have had in mind to keep Linctot and Montgomery out of each others hair, however the appointment of Linctot to "prairie of the dogs", as Clark so awkwardly referred to Prairie du Chien, was a wise one for Clark and the American cause, and a profitable one for Linctot. Linctot's type of war however was still going on and Clark needed him in the field, and Montgomery, who both the war and Linctot could do without, would not let a sleeping dog lie.

When Montgomery took over the administration of French inhabited southern Illinois and Indiana, he immediately opened the area up to American carpetbaggers and speculators. At Vincennes he proceeded to incur and pay debts with worthless scrip, and notes, and seized the cattle, livestock, real and personal property of French habitants when it served his purpose or profit.

Many of the debts incurred by Clark's Virginia State Forces during the years 1778 thru 1781 were personally vouched for and underwritten by Godefroy Linctot, and Linctot felt obliged and honor bound to repay them. In early February, 1781 Linctot had been dispatched to Fort Jefferson, a few miles below the mouth of the Ohio, with 200 Piankshaw to checkrein Chickasaw hostiles around New Madrid. Late February thru June of 1781, found Linctot back in the east continuing his efforts to dissuade the Indian Nations from assisting the British, and swearing either their allegiance or neutrality to the American cause.

Linctot returned to Illinois in July of 1781, exhausted, plagued by debt, and dangerously ill from exposure. His travels had taken him from Pennsylvania, far south into the Carolinas. Upon his return he traveled first to Cahokia, where he appears to have been made to feel unwelcome. Collecting his papers Linctot took up residence with a physician friend in Spanish St. Louis. From there he wrote several letters and petitions attempting to subscribe contributions to pay-off Virginia's war debts, debts owed to Illinois and Spanish merchants, outfitters, farmers, etc., for munitions, supplies, animals and forage used by the Virginia State Forces, and the Illinois Regiment, Virginia State Militia. While in St. Louis he was informed of Montgomery's activities at Vincennes.

A concerned George Rogers Clark summoned Major Godefroy Linctot to confer with him on all of these various problems. Linctot received Clark's letter on July 31, 1781, and immediately replied to the summons, informing his friend that he was ill from exhaustion, and under a physicians care in Spanish St. Louis, but would meet with Clark as soon as his health permitted.

The conclusion of the Linctot story is as mysterious as it is abrupt.

A note in the Kaskaskia Papers states; "Major Linctot died in St. Louis during the Summer of 1781."

A note in the Virginia Papers states; "Major Godefroy Linctot was killed in the Summer of 1781."

The brave Linctot, broken physically and financially by the war, dies under mysterious circumstances in Spanish St. Louis during the Summer of 1781.

JE ME SOUVIENS

The War in the East traditionally overshadowed the Campaigns in the West. In the West there were no clearly defined strategies, battlelines, alliances, or victories with the exception of Clark's capture of Vincennes; and that is all that history cared to remember. This signal acknowledgement obviated the necessity of recounting half-a-hundred prairie pursuits and skirmishes in which friend could seldom be distinguished from foe.

The War in the East concluded with the Battle of Yorktown, fought in the Fall of 1781. The War in the West was not in the least bit effected by this great battle that virtually ended hostilities in the East; not until the British Captains at Michilimackinac and Detroit received word of the Treaty of 1783 did the Tory, partisan, and Indian raids into Ohio, Indiana, and Illinois come to an end. Clark spent 1782-83 pursuing the demonic Simon Girty through Kentucky and Ohio.

George Rogers Clark in his lifetime would never receive the recognition that he deserved. In the years that followed the war, Clark came to consider Illinois and the Northwest Territory as his own personal empire, and perpetrated acts and undertakings that bordered on sedition, if not treason. In his warring years Clark did receive a sword from the State of Virginia, which he promptly and arbitrarily buried in his back yard. Today George Rogers Clark is more often than not confused with his much younger brother, William Clark, who co-captained the Lewis and Clark Expedition of 1804 under the sponsorship of a Thomas Jefferson, much older than the one who wrote to Clark from Williamsburg in March of 1780 saying; "Of all the Indians and provisional troops that I have interviewed, Linctot's are the only ones with any manners."

It is to that partisan legion of American allied French and Indians whose names would never appear upon the pension roles in Washington that this book is dedicated....je me souviens.

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NOTE OF APPRECIATION

A sincere and special mention must be made in this bibliography acknowledging the efforts of Mr. Jerry Haines, Research Librarian, Joliet Public Library, who, over the past several years has personally, through his contacts and travels, made available the bulk of the source and secondary material found in this work.

JOLIET MOUND---MOUNT JOLIET

Two fairly large sized remnants of Joliet Mound may be seen adjoining the C.O.&P. Electric Railway tracks close to the canal enlargement north of the abandoned tile factory. Several small heaps of stone and clay, rejected by those taking out the fill, remain in the deep excavation that is the location of its former western extremity.

Old maps of the area must be searched out to find mention of Joliet Mound. A map from the I&M Canal from 1827 shows that Parallel 41 degrees 30 minutes North, crossed the mound at about the middle of its long dimension. It lay immediately north of the Illinois and Michigan Canal in section 19 and 20 south of Rockdale.

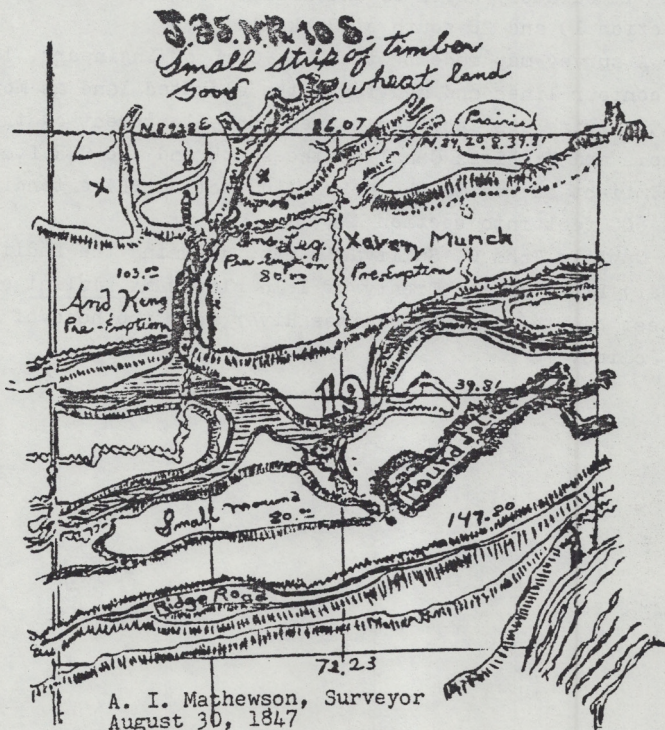
A survey map made by the U.S. Corp of Engineers, 1888, gave contour lines and mentioned the elevated land as Mount Joliet, giving its location between an enlargement of the Illinois and Michigan Canal on the south and the C.R.I.& P.R.R. right of way to the north, in section XIX extending about 800 feet into section XX.

Captain John C. Sullivan's map, defining the Indian Boundary Lines of the Treaty of 1816 places Mt. Juliet on the west bank of the Des Plaines River near the head of Lake Joliet.

MOUND JOLIET

ITS PLACE IN ILLINOIS HISTORY

AND ITS LOCATION



INTRODUCTION

The late John Burlingame provided the copy from which the material related to Mount Joliet has been taken.

John was serving as Historic Sites Chairman for the Will County Historical Society several years ago when our organization, in joint effort with the Illinois State Historical Society, placed a marker at the site where Mount Joliet once stood.

Mount Joliet was destroyed by the taking of its clay content for the purpose of manufacturing drainage tile. Today it is difficult to visualize the mound and Lake Joliet as they once appeared. The subject, nonetheless, is a favorite one among historians.

John sent the Mount Joliet material to me a year before his death with the request of my promise to see it published without deletion, addition or alteration. I gave that promise, fully understanding John's concern for truth and accuracy, and sharing with him a strong dislike for supposition and conjecture exercised in any attempt to rewrite history.

John Burlingame was a scholar and one of the finest historians I have known. My friendship and association with him was one of life's most unique and pleasurable experiences. I am sure the choice of W.C.H.S. as a source of publishing the Mount Joliet material would have received John's nod of approval. Those of you who knew John will agree his approval was not easily gained and for that reason a lot of us are much better historians.

Rose Bucciferro

MOUNT JOLIET: ITS PLACE IN ILLINOIS HISTORY
AND ITS LOCATION.*

By Robert Knight, M.W.S.E. and Lucius Zeuch, M.D.

The early navigators of the Seventeenth Century who used the Illinois waterways, invariably noticed at the head of the enlargement of the Des Plaines river known later as Lake Joliet, an elevation on the level plain to the west, that appeared in the vista as a mountain. This elevation became known as Mount Joliet. To voyageurs as late as the middle of the Nineteenth Century it served as a landmark from which distances were recorded. After this period, travel by the winding trail and the meandering river became too time-consuming to those associated with the more exacting demands of commerce, so that improvement of the waterway by building a canal was promoted by those variously interested. In the concomitant activity of eliminating the curves of Indian trails, conventionalizing them into white men's roads, many of the physical landmarks that mean much to previous travelers were relegated to the realm of forgotten things.

Travel and transportation in the Illinois and DesPlaines valleys during the period preceeding the year 1848, followed the course of the Chicago Portage Route, which was an alternating water and land passage by way of the DesPlaines and the Illinois Rivers and the Long Portage Road to LaSalle, Illinois.¹ During this period Mount Joliet was an outstanding feature of the landscape and was frequently mentioned in the logs and noted on the maps of those who kept journals while traversing that route.² The building of the Illinois and Michigan canal which furnished a direct route, obviated the need of descriptive data concerning landmarks, rapids, shoals, curves and the distances between them.³

*The main points of this paper were given at the Special Meeting of the Illinois State Historical Society at Joliet, Illinois, October 30 and 31, 1929.

¹The Chicago Portage Route of the Seventeenth Century, Robert Knight, M.W.S.E., and Lucius H. Zeuch, M.D., Chicago Historical Society publication, 1928, p. 2.

²There were several valley train elevations in the Des Plaines valley but this one only was given a name by the early voyageurs.

³The Illinois and Michigan Canal, J.W. Putnam, Chicago Historical Society publication.

Although the canal shortened the traveled distance considerably, it did not keep pace with the increasing demands of more modern business for speed in transportation. To meet these requirements the nation went on wheels, propelled by the service of steam. The type of rolling stock used by these new carriers, demanded a stabilized road bed in which ties were imbedded in ballast material. To supply this ballast, many elevations were levelled to obtain material. This was in fact the process by which razing of Mount Joliet, a remnant of glacial till, came about.⁴

DOCUMENTARY EVIDENCE CONCERNING MOUNT JOLIET:

From such written evidence that is at hand, one tries to envision that which to the early traveler was common knowledge concerning a given landmark, uniformly useful in the everyday life of their time. Careful perusal of such data usually reveals only somewhat relative information, for those who traveled the wilderness recorded their illusions of direction as well as a variance in nomenclature. This leads the historian into a labyrinth of speculation concerning their proper interpretation. The following excerpts regarding Mount Joliet are typical examples.

Father Marquette in 1675 while in his camp on the Chicago River, writes as follows: "They (the French trader 'LaToupin' and the 'the surgeon') are only eighteen leagues from here in a beautiful hunting ground for buffalo and deer and turkeys which are plentiful there."⁵ This location was probably in the vicinity of what was later known as Mount Joliet, which is shown on Joliet's map of 1674.⁶

⁴Ballast material for the building of the road beds of the Chicago, Rock Island and Pacific R. R., the Elgin, Joliet and Eastern R. R., and the Chicago, Ottawa and Peoria Electric Ry. were taken from this source.

The original survey of the C. R. I. and P. R. R. was destroyed in the Chicago Fire of 1871. A resurvey made in 1879, a blue print copy of which is in the author's possession through the courtesy of W. H. Petersen, chief engineer, shows switch tracks curving around parts of the original mound to industrial plants in the vicinity.

⁵The Jesuit Relations: Father Marquette's Journal -- Jan. 16, 1675, transcript Jesuit Relations, E. Kenton, p. 372.

⁶Photostatic copy in the Chicago Historical Society collection.

In Heward's Journal, 1790, this statement appears:

"After Les Arbes (Mt. Forest Island) and a pass (The Sag) that goes in a small lake to the South-East and by the pass it's said to be three leagues to Little Kenomuk (Calumet) and the lake (Lake Michigan). Pass the petite and Grand Tosil and afterward the long Rapid and came to the village of Mount Juillette, the Course South-West, a high hill (Mt. Joliet) at West resembling Fort Lernoult pass afterward the Lake (Lake Joliet) following and camped."⁷

Major S. A. Long, who made a map of the region about 1816, mentions "Mt. Joliet" in his accompanying report as being near the confluence of the Kankakee and DesPlaines.⁸ In the Brief of Testimony, case of U. S. of America vs. the Economy Light and Power Co., is the following taken from the so-called "Forsyth Papers",

From forks of Illinois to Mount Joliet...	15 miles
to dry trees.....	15 miles
to the Portage.....	15 miles
across the Portage.....	9 miles
to Chicago.....	6 miles

The testimony of Lyman E. Cooley recorded in the same volume, includes the following:

" '-----' Cargo would require a transfer over the eleven miles from Isle la cache to Mount Joliet." "My authority for the point at the farther end of the profile which is marked 'Mount Joliet' is that Mount Joliet or Juliet or Jolie, which it has been variously spelled, is opposite the head of Lake Joliet; below Brandon's Bridge and near the Canal, and was originally an oblong isolated mound, what geologists call a 'drumlin' similar to the sea mound of Fitzpatrick, above the controlling works of the Sanitary District and has always been known as Mount Joliet. I have seen it myself in earlier days, but it has been largely removed for the gravel and clay which it contains. It was a singular and prominent feature on the landscape from the vicinity of the head of Lake Joliet."

⁷Original in the Clarence M. Burton collection, Detroit Public Library, transcript in Early Chicagoland, Harley Bradford Mitchell, p. 118 - 124.

⁸Map made in 1816 that accompanied his report of March 4, 1817 to George Graham, Acting Secretary of War; reproduced in The Location of the Chicago Portage Route of the Seventeenth Century, Knight and Zeuch, p. 103. History of Chicago Vol.1. A. T. Andreas, p. 166, 167, contains Major S. H. Long's report.

From the Deposition of James R. Flanders in the same case, the following is taken:

"Referring to this profile map, Joliet Mound was located about three-quarters of a mile north of Brandon's Bridge ('in Sections 18 and 19'). The Canal changes its direction when it approaches Brandon's road, so that people could hardly tell their direction unless they were posted,"⁹

Goldthwait, in his "Geology of the DesPlaines Valley," states:

"Flat Head," between Joliet and Channahon, is the largest remnant of the valley train; rises about eighty feet above the water. Joliet Mound near Rockdale, was also an isolated patch of the valley train, but it has been artificially destroyed."¹⁰

MOUNT JOLIET AS SHOWN ON CARTOGRAPHERS' MAPS.

The earliest notation of the elevation is shown on the map of "Joliet's Explorations of 1674," the words "Mount Joliet" with no index of its location, is shown at about the latitude of 41 degrees North.

Thomas Hutchins made a map in about 1778 upon which he notes "Mt. Juliet" with no point to indicate location. The latitude where he puts the words is 42 degrees North.

"An accurate Map of the U. S. of America According to the Treaty of 1783" Blanchard calls it "Mount Joliet" and indicates it to be near the DesPlaines River.

Morse's map of 1796 designates by the words "Mount Juliet" showing its general location the same as various other maps made in the Eighteenth Century.

Mount Joliet is shown on the Chickagou River (DesPlaines) on "Map of the U. S. of America with British Territory and Those of Spain according to the Treaty of 1784" engraved by Wm. Fader, 1796.

Mt. Joliet appears on "A New Map of Part of the U. S. of North America, John Carey, Engraver, 1807."¹¹

⁹United States of America vs. the Economy Light & Power Co. "Abstract of Proofs" 1912, p. 95, 585, 816, 2287

¹⁰Illinois State Geological Survey Bulletin No. 11, James Walter Goldthwait, 1909, p. 48, 51.

¹¹Copies of these cartographers' maps are in the Chicago Historical Society's collection.

General William Hull's map of 1812, refers to Joliet pool as "Lake Mount Jolliette." In a marginal note he gives the following data: "Distance by water from one river to another as performed by French navigators of the waters:

	Miles
From Chicago to the Portage.....	9
The portage.....	1
From the portage to the River Aux Pleines..	9
From the R. to De Cross R.....	6
To Lake Mounjolliette.....	38
To R. Du Page.....	11
To the Fork on the Kankakee.....	4
To the Au Sable.....	3
To the Big Messane.....	6
To the Little Do.....	3
To the rapids of Ma-nee-nou-ba.....	18
To the Fox or R. des Renards.....	6
To the Vermillion.....	12
To the Peoria Lake.....	69
The Lake.....	21
	213 ¹²

In 1829, Tanner made a map of "Illinois and Missouri based on government surveys" which is the best work of any of the cartographers of his time. On this he shows the road from Lake Michigan through the Mud Lake region extending down the valley, crossing the Illinois river at a point mid-way between Au Sable creek and the confluence of the DesPlaines and Kankakee rivers with the Illinois river. This map shows "Mt. Juliet" to the west of both the DesPlaines and the "Long Portage Road" at latitude 41 degrees 30 minutes, North.¹³

SURVEYORS' MAPS THE BEST EVIDENCE

In the work of relocating the "Chicago Portage" it was learned the most reliable information concerning landmarks of the past could be found in surveyors' maps and field notes. These maps are generally drawn to

¹²Map of the Country from Lake Michigan to the Illinois River from the papers of Gen. Wm. Hull Governor of Michigan from 1805 to 1812. Copy in History of Chicago Vol. 1. A. T. Andreas, 1884, p. 58.

¹³Map of Illinois and Missouri, H. S. Tanner Philadelphia, 1829. Copy in the British Museum, partly reproduced in The Location of the Chicago Portage Route of the Seventeenth Century, Knight and Zeuch, pp. 113.

scale and can be transposed by photography to the scale of accurate modern plats preferably those made by the U. S. Geological Survey, or by photographing both maps at a common scale we can then superimpose the older map upon the modern map and obtain much definite information. From this information a check by linear measurements is possible, and field trips can be made to verify the findings with unobliterated physical landmarks.

In the search for surveyors' maps that could throw light upon the actual site, and other information concerning Mt. Joliet, several were found. The best is that of Belin and Barnard, U. S. Engineers, who surveyed a proposed route for the Michigan and Illinois canal. This is known as map No. 5, 1831 from Guion's B. M. No. 10 to B. M. No. 22. It is drawn to scale and shows among other things the mouth of Hickory Creek, "Mt. Joliet," and the location of the proposed canal. Joliet Mount was surmounted on a series of terraces, three in number, each about twenty feet in height. Then as compared to Flathead, which is known to be eighty feet in elevation from the river bed, it towered above it more than sixty feet, giving it a mountain-like appearance. Its size as notated on Belin's map, from the eastern extremity of its base to its western extremity, was a little more than three-fourths of a mile, its greatest breadth being about one-third of a mile.¹⁴ Its position as shown by superimposing Belin's map on a map of the area made in 1916 by the U. S. Geologic Survey (Joliet and Wilmington quadrangles)¹⁵ shows it was in the following described area: the greater part of the mound was situated in the north one-half of the south-east quarter of section 19, township 35 north, range to east of the 3rd principal meridian, extending a short distance west into the north-east quarter of the south-west quarter of section 19-35-10, extending a short distance north into the south-east quarter of the north-east quarter of section 19-35-10, extreme north-west corner of; and extending into the north-west quarter of the south-west quarter of section 20-35-10; and extending into the extreme south-west corner of the south-west quarter of the north-west quarter of section 20-35-10.

Parallel 41 degrees 30 minutes North, crosses the mound about at the middle of its long dimension. It lay immediately north of the Illinois and

¹⁴Map No. 5, Proposed Route for the Michigan and Illinois Canal from Guion's B. M. 10 to B. M. 22, 1831. Surveyed by H. Belin and C. Barnard Junior. Drawn by H. Belin Asst. Civil Engineer, Bureau of Topographical Engineers U. S. A., Washington, D. C.

¹⁵Topography, State of Illinois, Department of Interior, Joliet and Wilmington Quadrangles, 1916.

Michigan Canal in section 19 and 20 south of Rockdale. The C. O. & P. Electric Railway runs along its south-eastern base and the abandoned tile factory occupies a part of its former site.

A map made for the Canal Commissioners to exhibit land grants along the Illinois and Michigan canal, shows Mount Joliet in section 19, north of the canal, but does not designate it by name.¹⁶

A surveyed map made by U. S. Corps of Engineers, gives contour lines and mentions the elevation as Joliet Mound, giving its location between an enlargement of the Illinois and Michigan canal on the south and the C. R. I. & P. R. R. right of way to the north, in section 19 extending about 800 feet into section 20.¹⁷

Captain John C. Sullivan's map, defining the "Indian Boundary Lines of the Treaty of 1816" places "Mt Juliet" on the west bank of the DesPlaines River near the head of Lake Joliet, but as it had no reference to any of his lines it perhaps was placed there casually rather than as a surveyor's landmark.¹⁸

PRESENT REMAINS OF JOLIET MOUNDS.

Several old settlers can recall the time when a considerable part of it still remained, notably Colonel Fred Bennit, of Joliet. The late Frank Hibner before his death, had told historians seeking knowledge concerning it that he as a contractor, had hauled fill from it.

Two fairly large sized remnants of Joliet Mound may be seen adjoining the C. O. & P. Electric Railway tracks close to the canal enlargement north of the abandoned tile factory. Several small heaps of stone and clay, rejected by those taking out the fill, remain in the deep excavation that is the location of its former western extremity.

¹⁶Map No. 2, Illinois and Michigan Canal, to show lands granted by an Act of Congress 1827. A true copy with affidavit by W. H. Newton, Secretary of Canal Commissioners, is in possession of the Sanitary District of Chicago.

¹⁷Map of the DesPlaines and Illinois Rivers from Joliet to LaSalle, surveyed under the direction of Major W. H. H. Benyard, Corps of Engineers U. S. A. George Wisner, Asst. Engineer, September and October 1888. Scale 1 inch to 100 ft. Blue print copy in the map department of the Sanitary District of Chicago.

¹⁸Capt. John C. Sullivan's map made for U. S. Commissioners Graham and Phillips, sent to define the Indian Boundary Lines of the Treaty of St. Louis 1816. Original in the U. S. Department of Indian Affairs, Washington, D. C. Reproduced in the Chicago Portage Route of the Seventeenth Century, Knight and Zeuch, p. 105.

LANDMARKS DISAPPEARING RAPIDLY.

The march of public improvements is rapidly changing the topography of the country, which until in comparatively recent times had not changed much from the time the DesPlaines valley re-echoed the sound of the Canadian boatman's song, and ere long the few remaining landmarks that historians love to visit will have disappeared and reconstructing the topography of the past will become increasingly difficult for researchers. The old mouth of Hickory Creek has but a short time to stay for the retaining walls of the new Brandon Dam have already closed this outlet. And when water is allowed to fill this gigantic turning basin of the canal, the verdured islands that marked its junction with the DesPlaines will disappear for all time.

If we would link the past with the present a shaft should be erected on the small part of Mount Joliet which remains, with possibly a beacon light at its apex to bid the voyagers of the new commerce welcome, as "Mount Joliet" did their predecessors, whether they come by air, land or water.



ILLINOIS & MICHIGAN CANAL

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THE ILLINOIS AND MICHIGAN CANAL

by

Mary Yeater Rathbun

Illinois Department of Conservation
Division of Historic Sites
Office of Research and Publications

Rough Draft

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by

Mary Yeater Rathbun

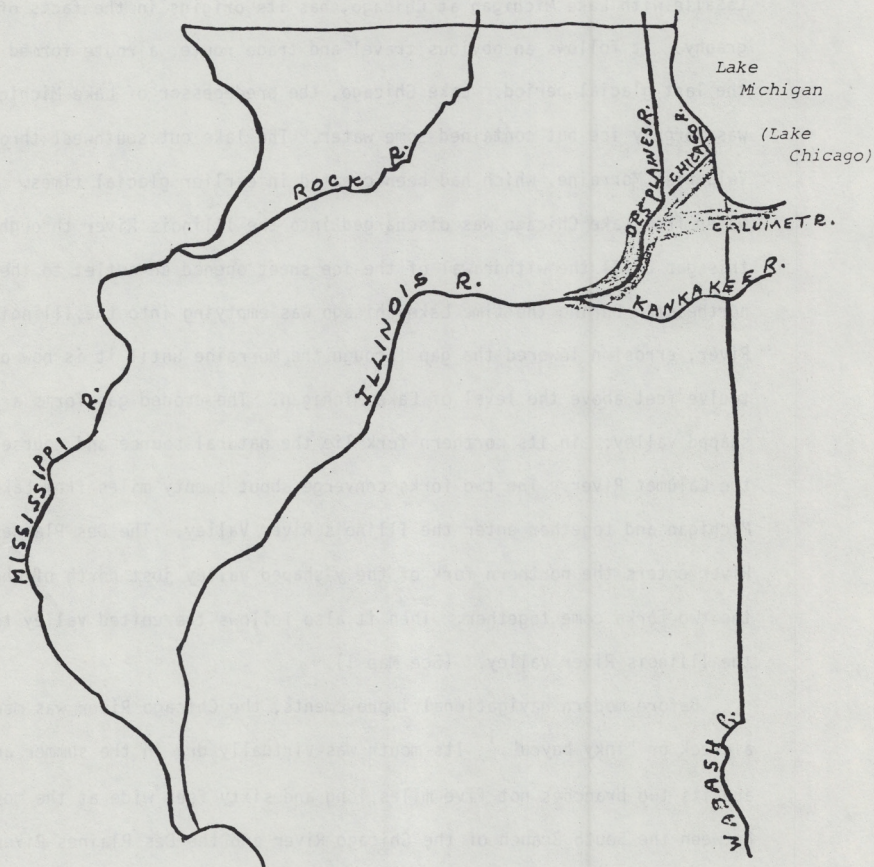
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The Illinois and Michigan Canal, connecting the Illinois River near LaSalle with Lake Michigan at Chicago, has its origins in the facts of geography. It follows an obvious travel and trade route, a route formed in the last glacial period. Lake Chicago, the predecessor of Lake Michigan, was largely ice but contained some water. The lake cut southwest through the Valpariso Moraine, which had been created in earlier glacial times. The water from Lake Chicago was discharged into the Illinois River through this gap until the withdrawal of the ice sheet opened an outlet to the northeast. During the time Lake Chicago was emptying into the Illinois River, erosion lowered the gap through the Moraine until it is now only twelve feet above the level of Lake Michigan. The eroded gap forms a y-shaped valley: in its northern fork lie the natural source and course of the Calumet River. The two forks converge about twenty miles from Lake Michigan and together enter the Illinois River Valley. The Des Plaines River enters the northern fork of the y-shaped valley just north of where the two forks come together. Then it also follows the united valley to the Illinois River Valley. (See Map 1).

Before modern navigational improvements, the Chicago River was merely a creek or "inky bayou".¹ Its mouth was virtually dry in the summer and its two branches not five miles long and sixty feet wide at the most. Between the South Branch of the Chicago River and the Des Plaines River,

¹Carter H. Harrison, Speeches on Illinois and Michigan Canal, and other subject by Hon. Carter H. Harrison. (n.p., n.d.). p. 2.

MAP 1: THE Y-SHAPED VALLEY CUT BY LAKE CHICAGO WITH MODERN RIVERS LOCATED.



the y-shaped valley measured only three miles. And this three miles was hard to tell from the Chicago River; in wet seasons it reverted to slough. Even in July, the water between the two rivers was shoe top depth² and, after spring rains, deep enough to pass birch canoes. A portage was necessary only at the driest times. But at those times several portages were also needed on the Chicago River.

The Indians of the Great Lakes basin who used the Chicago Portage, as they called this slough or carrying place, did not find navigation conditions much better once they reached the Des Plaines. Though it was a larger stream it still involved portages around rapids and in dry times around shallows. Even the Illinois River north and east of Ottawa was difficult to navigate in a birch canoe and in dry seasons it only became an easy, portage-free trip south of Peoria.

By the seventeenth century the future route of the Illinois and Michigan Canal was such an established one for the Indians that they led the early European explorers along it. In 1673, Louis Joliet and Father Marquette passed from the Illinois to the DesPlaines to the South Branch of the Chicago River. As the official Jesuit report of the Joliet and Marquette exploration (written by Father Pierre Dablon in 1674) explains:

According to the researches and explorations of Joliet, we can easily go to Florida in boats and by a very good navigation with slight improvements. There will be but one canal to make--and that by cutting only one-half league of prairie from the lake of the Illinois (Michigan) into the St. Louis River (Illinois), which empties into the Mississippi. . . .³

²Ibid.

³Quoted in Alvin F. Harlow, Old Towpaths; The Story of The American Canal Era (New York: D. Appleton and Company, 1926), p. 5.

Robert LaSalle also mentioned the desirability of such an all water route from Lake Michigan to the Illinois River after his 1682 voyage down the Mississippi.⁴

Thus, the first navigation canal suggested for the North American Continent was the future Illinois and Michigan.⁵ And it is very logical that Frenchmen should be the ones to make the recommendations. North American Indians used canals--for a canal is simply a man-made waterway used for water supply, irrigation, drainage or navigation. But, they rarely, if ever, built them for navigation; theirs were mainly for irrigation, water supply or drainage.⁶ By the seventeenth century in Europe, though, some navigation canals were being built. The leader of the canal building vogue was France. While Joliet, Marquette and LaSalle were in America, the Languedoc Canal connecting the Bay of Bisque with the Mediterranean was being built at home in France. The Languedoc, completed in 1681, was France's greatest canal and one of the most important ever built in Europe.

The French, however, did not build a canal at the Chicago Portage even though they retained political control of the area for nearly 100

⁴Ibid.

⁵Robert Payne, The Canal Builders: The Story of Canal Engineers Though the Ages (New York: The MacMillan Company, 1959), p. 139 disputes this assertion. He claims "Myles Standish dreamed of a canal across the Isthmus of Cape Cod" in 1623. Payne, however, offers no documentation. The statement is further suspect because although the British were improving rivers as early as the 17th century, they did not begin building actual canals at home until the early eighteenth century. Moreover, Payne is unreliable in other areas. Edward Rowe Snow, "America's First Canal", Yankee (March 1966), pp. 72-84 also disputes this assertion. He calls the 1636 work done to cut a more navigable passage on the Cut River on Cape Cod "America's first canal". However, such work falls more in the category of river improvements than in the category of actual canal construction.

⁶Indian navigation canals may have existed long before the arrival of Europeans, e.g. Mongotucksee, the Chief of the Montauk Indians, may have built a canal across Long Island from Mecox Bay to Peconic Bay.

years (until 1763). Though transportation between Quebec and New Orleans was a mainstay of the French Empire in North America--and the Lake Michigan to Illinois River connection was a linchpin of such a communications system--it was not necessary for the French to pass big boats carrying heavy cargoes. Their empire was geared for trade (especially in furs, a light cargo) rather than for actual settlement, which would have required bulk freight. Settlers need not only relatively convenient and inexpensive passenger transportation to an area but also cheap transportation to market farm surpluses profitably and to stimulate industries such as mining. Cheap freight is necessary not only for export of raw materials, but is also important to settlers importing manufactured goods from established population centers. If batteaux carrying a few government officials, priests, or Coueurs de Bois could get through the route without too much difficulty, there was no pressing economic need to improve navigation beyond beating out a wagon road along the necessary portages and provisioning the oxen and vehicles which French settlers at Chicago kept to haul boats and their loads.⁷

The British, who had political control of the area for the next twenty years, also found no compelling reason to build a canal across the Chicago Portage. Although most British colonies were geared to settlement and thus required effective large scale transportation systems, no European settlers were allowed in the Great Lakes basin. George III's Proclamation of 1763 in effect reserved for the Indians all lands west of the Appalachian Mountains and east of the Mississippi River. The English would hardly undertake the large expense involved in building a navigation canal for

⁷"Graham and Phillips Report", American State Papers, Miscellaneous, II (Washington: Gales and Seaton, 1834), p. 557.

the Indians.

America got political control over what was to become northern Illinois only in 1782 when the Peace of Paris officially ended the American Revolution. Congress immediately recognized the importance of the Lake Michigan-to-Illinois River canal idea. The Northwest Ordinance of 1787 states

. . . the navigable waters leading into the Mississippi and St. Lawrence and the carrying places between the same, shall be common highways, and forever free as well to the individuals of said territory [the Northwest] and the citizens of the United States, and without tax, import or duty.⁸

The Northwest Ordinance also established a framework for intensive settlement of the area bounded by the Ohio, the Mississippi and the Great Lakes--a prerequisite for economic justification of canal construction.

The non-Indian population of the western Great Lakes basin did not immediately boom, however. In 1778 there was only one permanent settler in Chicago; by 1825 there were only fourteen taxpayers on the rolls. In part, these population figures explain why a canal was not built immediately. Conversely, the fact that a canal was not built explains the lack of settlers.

Other factors also show why there was neither canal nor population. There exist three completely natural routes from the interior of America to the seaboard: 1) the Mississippi to New Orleans, 2) the Great Lakes to the St. Lawrence and then to Montreal or to New York by way of the Mohawk and Hudson Rivers, and 3) the Ohio River to Wheeling (then overland to Baltimore) or to Pittsburgh (then overland to Philadelphia). The Missis-

⁸Quoted in Memorial of the Iroquois Club of Chicago to the Senate and House of Representatives of the United States in Congress Assembled (Chicago: Culver, Page, Hoyne and Co., 1883), p. 2.

issippi route was not a dependable one for American settlers. Spain controlled New Orleans and the territory bordering the west bank of the Mississippi River. The Spanish could, and did, cut off American access to New Orleans any time they wanted. The Great Lakes route was also a questionable one. The British not only controlled Canada, but still maintained a chain of forts on the southern side of the Great Lakes and the St. Lawrence.

Only the more arduous Ohio route was totally controlled by the United States. Consequently, settlers concentrated in the territory tributary to the Ohio. Few moved to the future site of Chicago or future route of the I & M. There was little reason for the American government to build a canal connecting two waterways which were of dubious value to its citizens.

Besides, there were hostile Indians to cope with. As late as the winter of 1791-92, they dominated the northwest, reducing the area of American control to Marietta and Cincinnati on the Ohio.

But the situation began to change. In 1794 Mad Anthony Wayne won the Battle of Fallen Timbers and the following summer the Treaty of Greenville was signed. By this treaty the Indian tribes ceded to the United States several pieces of land, including the site of Chicago, and free passage was granted "from the mouth of the Chicago to the commencement of the portage between that river and the Illinois, and down the Illinois to the Mississippi".⁹ That same year, 1795, the British signed Jay's Treaty agreeing to evacuate their chain of forts along the Great Lakes and St. Lawrence. In 1796 Pinckney's Treaty was signed, by which Spain granted the United States the free navigation of the Mississippi River and the right of de-

⁹Treaty of Greenville, American State Papers.

posit at New Orleans.

Unfortunately, in 1800, Spain secretly transferred Louisiana to France. Pinckney's Treaty was virtually worthless. American navigation on the Mississippi became increasingly difficult until 1803 when Jefferson solved the problem by making the Louisiana Purchase. In that same year, the American outpost, Fort Dearborn, was established at Chicago. The idea of a canal along the Chicago Portage could once again be entertained.

In 1807 Albert Gallatin, Jefferson's Secretary of the Treasury, ordered a survey of all existing paths and passages in the United States. Gallatin clearly understood, as did manufacturers of the east, that unless cheap transportation between west and east was developed, the Mississippi Valley would either be economically independent or direct its trade south to New Orleans. Consequently, the Gallatin Report, presented to Congress in 1808, recommended building a canal across the Chicago Portage.

The Gallatin plan was not accepted, however, because many Congressmen opposed federally sponsored internal improvements. Some distrusted a strong central government; others felt federal spending for internal improvements was unconstitutional. Another factor which doomed Gallatin's plan was the Embargo Act prohibiting all exports because of the Napoleonic Wars in Europe. The Act had a catastrophic effect on the American economy.

The western sections of the country went into an agricultural depression. Westerners blamed this situation primarily on British harassment of American foreign trade and the Embargo Act and subsequent commercial restriction, but the slow and cumbersome transportation and distribution system that western farmers depended upon was the real heart of the problem.

Peter B. Porter of New York recognized this fact. In 1810, he intro-

duced legislation to the Eleventh Congress calling for a connection between the west and the eastern seaboard along the Great Lakes-Hudson River route via a series of canals. In his plan Porter pointed out that

At the southwestern extremity of Lake Michigan, the most inconsiderable expense would open a canal between the waters of that lake and the Illinois River, one of the principal branches of the Mississippi. Nature has already made this connection nearly complete; and it is not uncommon for boats, in the spring of the year to pass from the lake into the Illinois, and from thence by the waters of the Illinois and Mississippi to New Orleans without being taken out of the water.¹⁰

The Porter plan failed in part because the Indians of the Northwest were making trouble again, especially in Indiana Territory (the government unit which then included the future canal route). By 1811 Tecumseh's Indian followers were organizing to drive the American settlers off their lands. But William Henry Harrison's victory at the Battle of Tippecanoe quelled the major movement.

This might have cleared the way for canal construction had not the War of 1812 begun almost immediately. Though the expense prohibited major internal improvements, the war itself was a great stimulus to eventual construction. The naval battles fought on the Great Lakes made the military importance of lake access very clear. This lesson was not lost on the British. At the talks preceeding the Treaty of Ghent, the Duke of Wellington advised that, from a military point of view, control of the Great Lakes determined victory for either side. Immediately after the war, the British began to rebuild their shattered Great Lakes fleet. They also began to prosecute plans for the Welland and St. Lawrence canals to give additional warships access to the lake if necessary.

¹⁰Annals of Congress, XI. Congress, 2 session, II, 1388-93.

In 1814, American agitation for a canal across the Chicago Portage also increased dramatically. The Niles National Register carried two articles on the subject in 1814.¹¹ A Chicago Portage canal would give American warships an advantage equalling that of the British, a message that Nathaniel Pope, Territorial Delegate from Illinois, carried to President Madison. As a result, Madison asked Congress to authorize construction of a canal connecting Lake Michigan and the Illinois River. Madison's proposal failed because many Congressmen felt it was more important to connect the upper Ohio River Valley, a more populous area, with the east than to tap the largely unsettled Mississippi Valley and Lake Michigan basin. In 1815 the importance of the Ohio as a commercial route was re-emphasized by the fact that steamers were already making the run from New Orleans to the Ohio.

Even though Madison's proposal failed, the mere fact that the subject was debated in Congress probably had something to do with the events of 1816. In that year the Indian Commissioners of the Illinois Territory were instructed by the Secretary of War that

Should the tribes inhabiting the country between the cession and the southwestern margin of Lake Michigan present themselves, you are required to sound their disposition to cede a district of country which will connect the lake with the Illinois Purchase. This cession would be of immense importance and should be obtained, if practicable, at any expense, either of recession or purchase. In all other cases, importunity to cede is expressly interdicted.¹²

The Commissioners accomplished their mission. By the Treaty of 1816, the United Tribes of the Ottawa, Chippewa and Potawatomi ceded the route

¹¹The Niles National Register (Baltimore) Vol. VI, 1814, 394 and 417.

¹²Quoted in Walter A. Howe, Documentary History of the Illinois and Michigan Canal (State of Illinois, Department of Public Works and Buildings, Division of Waterways, 1956), 32.

of the future I & M Canal to the United States (see Map 2).

Simultaneously, the War Department sent Major Stephen Long to the area to prepare a topographical survey. In 1817, Long presented his report on the physiological and engineering possibilities for a canal across the Chicago Portage.

A canal uniting the waters of the Illinois with those of Lake Michigan may be considered the first of importance of any on this quarter of the country, and at the same time, the construction of it would be attended with very little expense compared with the magnitude of the object.¹³

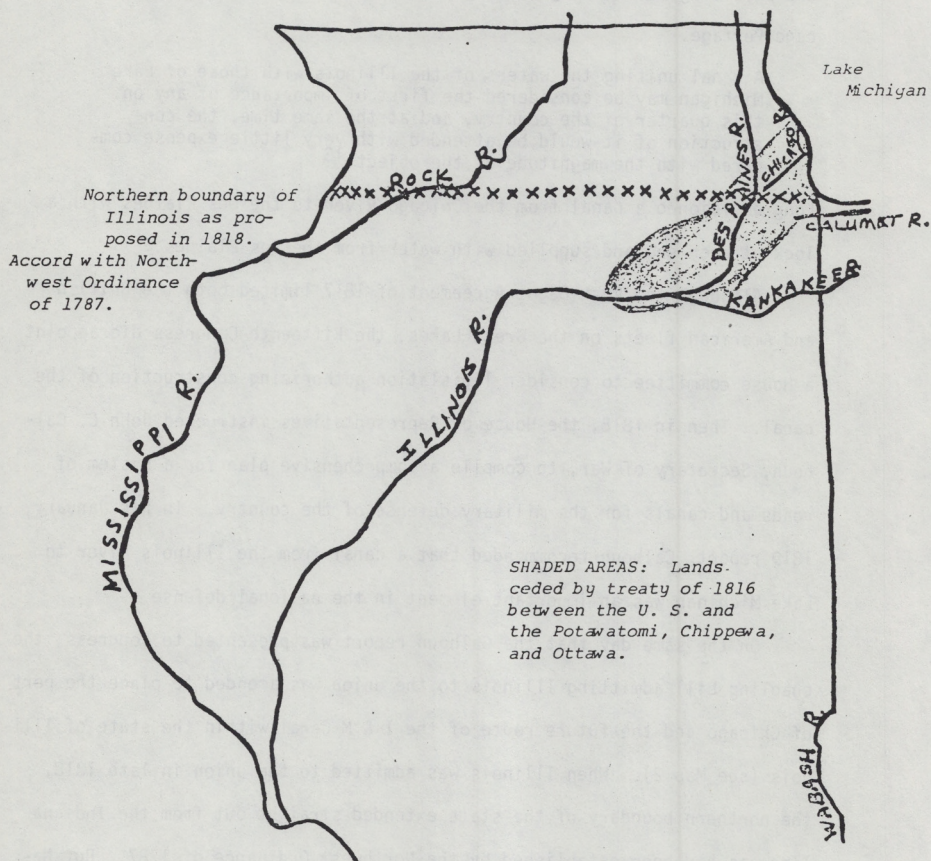
Long envisioned a canal from the Chicago River to the Des Plaines with a lock at each end and supplied with water from the Des Plaines.

Although the Rush-Bagot Agreement of 1817 limited both the British and American fleets on the Great Lakes, the Fifteenth Congress did appoint a House committee to consider legislation authorizing construction of the canal. Then in 1818, the House of Representatives instructed John C. Calhoun, Secretary of War, to compile a comprehensive plan for a system of roads and canals for the military defense of the country. In his January, 1819 report, Calhoun recommended that a canal from the Illinois River to Lake Michigan was an important element in the national defense.

On the same day that the Calhoun report was presented to Congress, the enabling bill admitting Illinois to the union was amended to place the port of Chicago and the future route of the I & M Canal within the state of Illinois (see Map 2). When Illinois was admitted to the union in late 1818, the northern boundary of the state extended straight out from the Indiana line, as had been established by the Northwest Ordinance of 1787. But Nathaniel Pope acted again on behalf of Illinois and the canal, using his

¹³American State Papers, II 555.

MAP 2: INDIAN CESSION AND BOUNDARY CHANGE



influence in Washington to alter attitudes and the state line.

Within a few months, the War Department had another canal survey to consider. Richard Graham and Joseph Philips agreed with the previous federal survey: a canal across the Chicago Portage was necessary and would be relatively inexpensive. They, however, suggested a larger canal that would be deep enough to be fed water by Lake Michigan.

Despite this favorable supporting evidence, the Congress did not implement Calhoun's recommendation for building the canal. President Monroe thought federally financed internal improvements were unconstitutional. Southern congressmen took no interest in the project and those from the northeast actively opposed the idea.

Residents of the new state of Illinois, however, were not about to let the issue die. Illinois Congressmen Daniel P. Cook and Senator Jesse B. Thomas continued agitation in the Congress. Shadrach Bond, the first governor, stressed the canal proposal in his inaugural address and recommended that the State apply to the federal government for permission to use money from the sale of public land to finance the work. In 1821 the Second General Assembly formally made this request to Congress. They also asked for authority to build the canal through public lands and that the federal government donate those public lands to the State.

Under the leadership of Cook and Thomas, the Congress responded in 1822 with a law authorizing construction and granting a strip of land for the actual canal and a ninety foot border on either side. This grant, however, had strings attached. The State had to complete a final survey and fix the route of the canal. A final map had to be in the hands of the Secretary of the Treasury within three years and the canal had to be completed within twelve years.

The State began compliance almost immediately. A Board of Canal Commissioners was appointed and hired two engineers, Justin Post and Rene Paul, to do the survey. Post and Paul completed their work in 1824 and the legislature accepted it in 1825. The estimated construction cost was \$639,500 to \$716,000.

Illinois had met the three-year deadline with a few months to spare, but then the Governor, Edward Coles, sent the Post and Paul map to President Monroe rather than to the Secretary of the Treasury. Neither the Secretary of the Treasury nor the General Land Office ever got the Post and Paul map.

The next task facing the State was raising the necessary construction costs. In early 1825 the General Assembly incorporated the Illinois and Michigan Canal Company. This chartered stock company had the responsibility for the financing and construction of the canal. The legislation specified that the canal be completed by January 1, 1835, but also provided the corporation with assets. It was to receive all land that the federal government might grant. The State provided the corporation with \$1,000,000 capital and the power to raise more. Once the canal opened, the Illinois and Michigan Canal Company would receive all canal tolls for the first fifty years of operation. In 1875 the State was to have the right to purchase the canal from the corporation for construction costs plus 6% annual interest calculated from the date construction began.

Besides the fact that the federal land grant had not yet been made, the Illinois and Michigan Canal Company faced other problems. Congressman Cook and Governor Coles opposed the form of financing. They supported public ownership of the canal and worked for a new, larger congressional land grant.

Consequently, in January 1826, the Illinois and Michigan Canal Company, unable to sell its stock, surrendered its charter. Cook and Coles argued

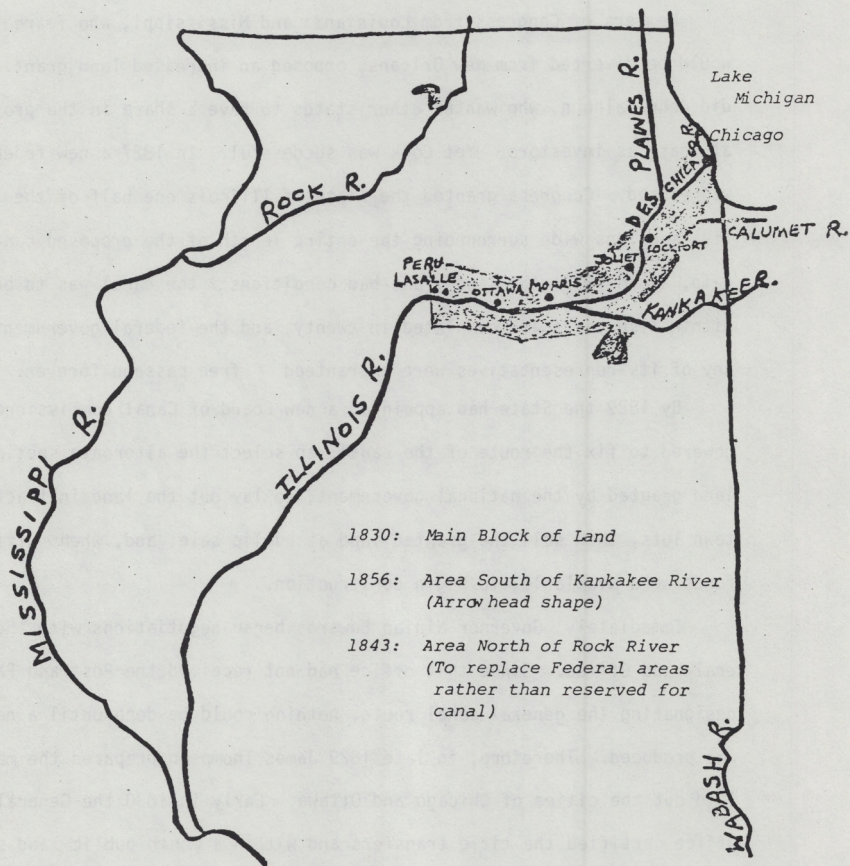
that the federal government was more likely to give a land grant to a state than to a company. Moreover, President John Quincy Adams, unlike Monroe, dreamed of a federally planned and coordinated national system of roads and canals.

Members of Congress from Louisiana and Mississippi, who feared trade would be diverted from New Orleans, opposed an increased land grant. So did John Calhoun, who wanted other states to have a share in the project, at least as investors. Yet Cook was successful. In 1827 a new federal act was passed. Congress granted the State of Illinois one half of the land five sections wide surrounding the entire length of the proposed canal. Again, as in 1822, the land grant had conditions: the canal was to be begun within five years and completed in twenty, and the federal government and any of its representatives were guaranteed free passage forever.

By 1829 the State had appointed a new Board of Canal Commissioners empowered to fix the route of the canal; to select the alternate sections of land granted by the national government; to lay out the land in tracts and town lots, then sell the granted land at public sale; and, when sufficient funds were available, to begin construction.

Immediately, Governor Ninian Edwards began negotiations with the General Land Office. Since that office had not received the Post and Paul map designating the general canal route, nothing could be done until a new map was produced. Therefore, in late 1829 James Thompson prepared the map and laid out the cities of Chicago and Ottawa. Early in 1830 the General Land Office certified the title transfers and within a month public land sales began (see Map 3). The Canal Commissioners continued these sales intermittently until 1843. In 1848 the Canal Trustees began selling land again and continued until it was all sold. Since the State had been given only one

MAP 3: FEDERAL LAND GRANTS ILLINOIS RECEIVED 1/2 OF ALL SHADED AREAS
(SOME FUTURE TOWNS NOTED.)



half the land five sections deep on either side of the canal, the federal government continued to hold title to the other half. In 1835 President Jackson placed all this land on sale. The continuing land office operation sold off all of the federal lands along the canal.

Meanwhile, in 1830 the Canal Commissioners hired James Bucklin, an engineer, and Samuel Alexander, a surveyor, to specifically locate the canal and prepare cost estimates. Before Bucklin could finish his work, railroad enthusiasm hit Illinois. The General Assembly, in the 1831 amendment of the State Canal Act, instructed the commissioners to consider the construction of a railroad instead of a canal.

Bucklin himself became a railroad enthusiast. In his final report, delivered in 1833, he came out strongly in favor of building a railroad instead of a canal. Bucklin estimated the total cost of a canal with summit level ten feet above Lake Michigan at \$1,602,000. Water for this type of canal would be drawn from the Calumet River by way of a feeder canal. He estimated cost of \$4,043,000 for a deepcut canal drawing water directly out of Lake Michigan. On the other hand, he said a single track of railroad would cost only \$1,052,500--less than even the cheapest canal.

This reduction in expense appealed to the Canal Commissioners. The land sales were not bringing in much money because public land was available which already had better transportation facilities. In 1830 canal-owned lots in Chicago were selling for \$24-\$130 each. Eighty acres of land which is now in the heart of the city went for \$1.55 an acre. Clearly, this was not going to produce enough money to build any canal. The commissioners could not even get substantial loans using the land as collateral.

Consequently, J. H. Pugh, a Canal Commissioner, made his own investigation of railroad construction costs. He said a railroad would only cost

\$800,000 but a canal would cost \$2,000,000 or \$3,000,000. Railroad enthusiasts pointed out that a railroad could operate year-round while a canal is seasonal. They also argued that without a good harbor in Chicago, a canal would be worthless.

Governor Reynolds supported Bucklin and Pugh. He advocated the construction of a railroad by a chartered company. In 1833, at the request of the Illinois General Assembly, Congress authorized the State to use the lands granted either for a canal or a railroad. This legislation also extended the time limit for beginning construction five years, since the initial five year limit had already passed. Then the State abolished the Canal Commission and repealed all canal legislation.

A heated debate began as pro-canal forces rallied to beat down the railroad proponents. They pointed out that a canal could move heavy, bulk freight better than a railroad. A state-owned canal would also be free from the hazards of a railroad monopoly in which freight rates could and would sky-rocket. Canal advocates also argued that a canal would link the whole area tributary to the two great bodies of water it would connect. A railroad involved transferring cargoes and passengers and as such was an inferior link. But more importantly, in 1834 the Chicago Harbor was improved at federal expense.

Chicago, already a port of call for west bound vessels from the Erie Canal, boomed. Vessels arriving in Chicago jumped from twelve in 1832 to 180 in 1834. The population of the city grew to 1,200. All this led to an upsurge in canal support.

The gubernatorial election of 1834 was run almost entirely on the canal issue. The winner was Joseph Duncan, whose dream was a channel big enough to pass steamboats from river to lake. In 1835 the General Assembly appointed a new Canal Commission with power to raise funds and begin work.

In 1835 the Commission secured, with difficulty, a loan of \$500,000 and work began in earnest. William Gooding, an experienced canal engineer, was hired as Chief Engineer in February 1826.¹⁴

After assembling a staff of engineering assistants, Gooding's first task--despite all the previous work on the project--was to locate the Canal for construction purposes. That is, he and his staff had to select and physically locate the exact route of the Canal down to every bend and twist; detail the dimensions of the Canal including the varying widths and depths of the channel throughout its course; determine how many locks would be needed; decide exactly where the locks should be located; establish the exact lift (amount of elevation change) at each lock; and so on.

For convenience not only in this task but also in later planning and construction, Gooding and his staff divided the Canal into three divisions: Summit (Chicago to Lockport), Middle (Lockport to Seneca) and Western (Seneca to LaSalle). Each division was further subdivided into sections from 30 to 50 chains in length. (It is not known if they used surveyors chains --66 feet--or engineers chains--100 feet--for this measurement. In either case most sections were probably less than a mile long.) These sections

¹⁴William Gooding, like almost all non-military engineers in the nineteenth century, was a self taught civil engineer; most of his knowledge came from experience. Gooding's was educated in the common schools of Bristol, New York, with the addition of private tutoring. After this he divided his time between teaching and working on his father's farm. In 1826 Gooding got his first job. From 1826 until 1832 Gooding worked on the Scioto Division of the Ohio Canal. For the first part of that service he was employed as a rod man rather than an engineer, but he was eventually promoted to Assistant Engineer. In 1834 and 1835 Gooding made preliminary surveys for a proposed system of canals for Indiana and for an extension of the Wabash and Erie Canal. See "William Gooding," The Biographic Encyclopedia of Illinois of the Nineteenth Century (Philadelphia: Galaxy Publishing Company, 1875), pp. 85-86 and Newton Bateman and Paul Selby, eds. Historical Encyclopedia of Illinois (Chicago: Munsell Publishing Company, 1900), pp. 203-204.

were numbered in order from east to west regardless of the division cut off points.

Gooding and his staff apparently began locating the Canal in the Summit Division, then turned to the Western Division and finished up with the Middle Division. It appears that they worked on locating the Summit Division during the spring and early summer of 1836, then concentrated on the Western Division throughout the rest of the summer and into the fall of 1836 and computed the Middle Division during the winter of 1837.

The completely located canal as recommended by Gooding and his staff in 1837 began at the south branch of the Chicago River at Bridgeport and from there extended to Lockport. From Lockport the canal proceeded south to Joliet; there it crossed the DesPlaines River, then went south and west along the right bank of the DesPlaines and Illinois Rivers. It terminated at the Illinois River at LaSalle. The canal was sixty feet wide at water level, thirty-six feet wide at bottom and a minimum of six feet deep. It included eighteen locks,¹⁵ three dams and four aqueducts on the main line.

In 1836 the Canal Commissioners decided that the I & M should be built on the "deep cut" plan. In that plan the reach of the Canal from Bridgeport to a point just south of Romeoville would be dug so deep that by the simple force of gravity the waters of Lake Michigan would flow via the channel of the south branch of the Chicago River into the Canal and from there flow down the entire length of the Canal to the Illinois River at LaSalle.

Under this plan there would be no need for any locks east of Lock-

¹⁵Although there is no evidence in the materials examined for this report that in 1836-7 a nineteenth lock was planned, it is possible (based on the structures built between 1865 and 1871 when the "deep cut" plan was actually utilized) that a guard lock at Bridgeport may have been planned in 1836-7.

port.¹⁶ And only two feeder canals would need to be built: the DuPage feeder and the Fox River feeder. But the plan did include the construction of a lateral canal in Ottawa to furnish water power and access for industry.

Of the eighteen locks located by Gooding and his staff in accordance with his "deep cut" plan, sixteen were lift locks. That is, the primary purpose for sixteen of the locks was to allow boats to pass between two areas of the Canal which had markedly different elevations. The other two locks had as their primary functions water control.

Adopting common canal practice, Gooding and his staff did not simply number all eighteen of these locks in order from east to west. Instead they assigned consecutive numbers only to the fifteen lift locks on the main line. The two locks whose primary function was water control and the lift lock at the entrance to the lateral canal in Ottawa were omitted from the sequence and designated by name (The Guard Lock at Joliet, The Guard Lock at the Fox River rapids in Dayton, and The Ottawa Side Cut Lock).

Although this fully located canal plan was not completed until 1837, Gooding and the Canal Commissioners did not wait that long to begin construction work. On June 6, 1836, virtually as soon as the Summit Division was located and approved contracts were let for earth work around Chicago, actual construction began with an elaborate ground breaking ceremony at Canalport on July 4, 1836.

Little progress was made on construction that summer and fall. Most of the work was preparatory: building houses and access roads for laborers, erecting machinery and procuring tools and supplies. Meanwhile, in October of 1836, contracts were let for the Western Division and preparatory work began

¹⁶With the possible exception noted above in footnote 15.

on this section as well.

Construction in the first half of 1836 was slow because there were not enough laborers in the sparsely settled area. Bad weather and flooding also hampered work. Furthermore, in a region without major cities, it was difficult for contractors to supply what laborers they did have with tools and provisions. Then, the panic of 1837 caused the State Bank, in which nearly all the canal funds were deposited, to suspend payment of specie: the bank was in danger of closing all together. To prevent a complete stoppage of work on the canal, the General Assembly authorized a general suspension of specie payments.

In the fall and winter of 1837 operations picked up. Laborers and equipment had begun to arrive from east via Chicago--the city really began to grow and prosper. By December contractors were at work on virtually the whole line: the only exceptions were about twenty-two miles of shallow cutting between Dresden and Marseilles, some other detached parts and a mile and a fraction of excavation in the Saganeskee Swamp (an area where excavations were carried out by agents of the state rather than contractors).

In 1837, with the majority of earthwork underway, Chief Engineer Gooding and his staff began designing locks for use on the I & M Canal. It appears that during 1837 and early 1838 Gooding and his staff prepared one common plan and set of specifications for use in building seventeen of the locks then planned.¹⁷ It is possible that the eighteenth lock, the Guard Lock

¹⁷In all the documents examined for this study, the guard lock at Joliet and the Ottawa Side-Cut lock are listed as a group. They share the same contract dates and deadlines. And the lock contracts from this group of seventeen locks which were examined for this report all used the same specifications.

at the Fox River rapids in Dayton, was built on a different plan.¹⁸

Although it is undeniable that Gooding and his staff prepared these specifications and plans, it would be difficult to state categorically just who was responsible for lock design on the I & M. It was fairly common practice among nineteenth century American canal engineers to obtain drawings and specifications of other canal locks which they then modified or improved to suit the specific conditions at their canals.

It is probable that Gooding followed this practice. Prior to his design work on the I & M Gooding had, in the ten years immediately before he was appointed Chief Engineer of the I & M Canal, considerable experience in laying out canals and in constructing them ; but he had virtually no experience in designing a canal.¹⁹

¹⁸None of the documents examined for this report give specifics about this guard lock. That could be because it was not considered part of the block of work which included the other seventeen locks--perhaps because of a difference in design. However, it is also possible that the fact that this guard lock was finished in 1842 (five years before the rest) and most of the documents examined for this report cover the 1845 to 1848 construction period may account for the absence of documentation. In that case, there is no reason to assume it wasn't built to the same specifications as the others.

¹⁹As noted above, Gooding worked as a civil engineer on the Welland Canal from 1826 to 1829, but in this, his first engineering job, it is not likely that he designed structures. This assumption is buttressed by the fact the Welland was begun in 1824, two years before Gooding was hired, and it is probably that the bulk of the design work was completed before he joined the staff. From 1830 until 1832 Gooding worked on the Scioto Division of the Ohio Canal. But for the first part of that service he was employed as a rodman rather than an engineer; work obviously more relevant to locating a canal than to designing one. By the time he was promoted to Assistant Engineer it is unlikely much design work remained to be done; the Ohio Canal was begun in 1825 and completed in the Scioto Division in 1832. Gooding probably worked almost exclusively with the construction phase of the project. In 1834 and 1835 Gooding made preliminary surveys for a proposed system of canals for Indiana and for an extension of the Wabash and Erie Canal. Because preliminary surveys are done even before the final locating process in canal construction, it is very unlikely any of Gooding's Indiana canal work had much to do with design.

If Gooding did indeed copy the basic design and even some of the specific details of the I & M Canal locks, it is possible that he picked the model or models used at any of the canals he had worked on prior to the I & M or from any of the canal engineers he had come into contact with in the course of that work. But it is more likely that Gooding's model was the James River and Kanawha Canal locks as designed by Judge Benjamin Wright in 1835 and 1836.

Judge Wright was, in the 1830's, the premier canal engineer in the United States.²⁰ Not only did Wright direct or have a significant role in an exceptional number of nineteenth century canal projects and helped to establish the professional standards for the field, but he also had a long-

²⁰Judge Benjamin Wright established his professional reputation with his contributions to the Erie Canal project. Wright, who made some of the early surveys for the project, was one of the first Chief Engineers on the Erie Canal. The Erie Canal project was in effect the first practical school of civil engineering in the United States. The methods and standard established there became the model for all similar work in the U. S. for many years. Engineers who had gained experience on the Erie were called on for expert advice in many later canal projects. Wright was, perhaps, the chief among these consulting experts. The extent of his impact on the canal building field is evident in a mere listing of the canal projects on which he was either Chief Engineer or a principal consultant: the Erie Canal; a canal from the tidewater to the Connecticut River at Northampton, Massachusetts; a canal from Providence to Wooster, Massachusetts; the Blackstone Canal; the Chesapeake and Delaware Canal; the Delaware and Hudson Canal; the Farmington Canal; the Chesapeake and Ohio Canal; the St. Lawrence Ship Canal; the Welland Canal; the James River and Kanawha Canal; and the Illinois and Michigan Canal. Further recognition of Wright's influence and importance is evidence in the fact that in 1968 the American Society of Civil Engineers designated him the "Father of American Civil Engineering". See "Benjamin Wright", A Biographical Dictionary of American Civil Engineers (New York: American Society of Civil Engineers: 1972) pp. 132-134; Charles B. Stuart, "Benjamin Wright, surveyor and civil engineer, : Lives and Works of Civil and Military Engineers of America (New York: D. Van Nostrand Publisher: 1871) pp. 48-73, and Neal Fitzsimons, "Benjamin Wright, The Father of American Engineering," Civil Engineering, September 1970, p. 68.

standing practice of sharing his engineering knowledge with others.²¹

In the summer of 1837 Wright was hired as a consulting engineer on the I & M. He was commissioned to evaluate which of two water supply systems would be best for the I & M; the "deep cut" plan on which Gooding had already located the canal or the "shallow cut" plan. Under the "shallow cut" plan the waters of Lake Michigan would not flow into the Canal. Instead of the "deep cut" from Bridgeport to just south of Romeoville, two extra lift locks would be built at these spots. The lift lock at Bridgeport would raise boats to the summit level of the Canal while the one just south of Romeoville would lower these boats to the Lockport level of the Canal. A pumping station would also be built at Bridgeport to bring some waters from the south branch of the Chicago River into the Canal. In addition two more feeder canals, utilizing locks, would be built to supply the rest of the water necessary for the Canal. In addition to this evaluation, the Canal Commissioners also asked Wright to inspect the entire line, and invited him to criticize freely any and every part of the work in progress as well as the plans of the chief engineer and the Board. To facilitate this process the canal commissioners arranged for Wright to tour the entire length of the canal from Lake Michigan to LaSalle on October 20, 21, 22, and 23, 1837. They also arranged for all the plans of the Chief Engineer and their own Board to be detailed to Wright in "great

²¹For example, Wright was the professional mentor of many of the leading civil engineers of the nineteenth century including John B. Jervis, Canvas White, Charles Ellet, David Botis and Nathan Roberts. See "Benjamin Wright named 'Father of American Civil Engineering'," Press Release of the American Society of Civil Engineers, New York, November 19, 1968.

minuteness"²² while he was on this tour. Moreover, they had a number of written interrogatories propounded to him covering every subject commented on by the Committee on Roads and Canals in their report to the Illinois House in March 1837.

On October 23, 1837, Wright submitted a report addressed exclusively to the first part of his charge. He recommended that canal construction be continued on the "deep cut" plan.

On October 25, 1837, Wright submitted a second report addressing the more general issues outlined in the second half of his I & M Canal Commission. Although Wright evaluates the details of many of the canal structures (such as details of a waste weir, size of the tow path, details of drainage facilities and so on), he deals only with the most general aspects of lock design.

By October 1837 Gooding and his staff had apparently gotten so far as to have determined a specific size for the locks on the I & M-- 18 feet by 110 feet inside the chamber, Wright agreed that this was the best possible size. The decision had also apparently been made to build the locks out of stone rather than wood (composite).²³ Both of these decisions are cer-

²²W. F. Thornton and Jacob Fry, "Report of the Canal Commissioners, Canal Office, Lockport, December 13, 1838," Message of the Governor Transmitting the Report of the Board of Canal Commissioners of the Illinois and Michigan Canal, To the Legislature of Illinois, December 31, 1838 (Vandalia: William Walters, Public Printer, 1839), p. 11.

²³Wood (composite) locks were being constructed on American Canals in the late 1830's. For example, in 1837, the 29 locks not already under construction on the James River and Kanawha Canal were redesigned in wood. However, these wood locks were laid out so that permanent stone locks could be added beside them after the canal opened. For further information, on this see T. Gibson Hobbs, Jr., "Virginia Wooden Locks," American Canal (No. 27, November 1978), p. 4.

tainly, however, some of the very first in lock design process

The preliminary stage the lock design work was apparently in is reflected by Wrights recommendations in his October 25th report: "The structures [locks] should be done in the best manner, and laid with the best of water lime. I shall send Mr. Gooding a sketch of the latest improvements in locks."²⁴ It is also reflected in the fact that none of the contracts for the construction of I & M Canal lock had been let by October 1837. The first of these lock construction contracts was not let until June 1838, nearly eight months later.

It is probably that Wright did honor his promise and send sketches of what he considered to be the most advanced lock designs. Apparently the sketches were his 1835-36 designs for the James River and Kanawha Canal locks. As of 1837 Wright's most recently completed lock design project.²⁵ It is also probably that Wright sent Gooding copies of the stone lock construction specifications used for these locks. Moreover, Gooding apparently made extensive use of these documents.

The drawings of the I & M locks are strikingly similar to those for

²⁴Benjamin Wright, "Exhibit H," Message of the Governor Transmitting the Report of the Board of Canal Commissioners of the Illinois and Michigan Canal, . . . December 31, 1838, p. 90.

²⁵The 1837 wooden (composite) locks for the James River and Kanawha Canal, noted above, were not designed by Judge Wright. They were designed by Charles Ellet, Jr., Chief Engineer for the J R & K at the time, with the approval of Wright, at the request of the company to try and reduce costs. T. Gibson Hobbs, Jr. to Mary Yeater Rathbun, 7 May 1979.

Wrights J R & K locks.²⁶ The main difference between the two is that the lower portion of the lock walls on the chamber side are curved in the J R & K drawings and tapered in the I & M drawings.

The I & M specifications and the J R & K specifications are also remarkably analagous.²⁷ The general order of the subjects are quite similar in both. In some cases the wording is almost identical.²⁸ The most striking difference in the two sets of specifications is in the design of the "Waste Weir or Regulator" on the I & M and the "flume" on the J R & K. Although a feature to serve the same lock function is being detailed in both specifications, in one case (the I & M) the device used is a masonry construction while in the other it is a cast-iron pipe.

²⁶The drawings used for this comparison are "Illinois and Michigan Canal: Plan of Locks 14 and 15, Each 12 1/2 feet lift," Annual Report of the State Engineer and Surveyor for the Fiscal Year Ending September 30, 1891 (Albany, New York: James B. Lyon, 1892); also printed as part of Document No. 75, New York Assembly Documents 1891, p. 476 and William Strickland, Edward H. Gill, and Henry R. Campbell, eds., "Lock Plan of eight feet lift for the James River and Kanawha Canal," Reports, Specifications and Estimates of Public Works in the United States of America (London: John Weate, 1840-41).

²⁷The specifications used for this comparison are "Specifications of the Manner of Building Locks for the Illinois and Michigan Canal, of 10 feet lift. When the lift varies the dimensions of the walls will be made to conform to the variations" copies of which may be found in the archive of the Illinois and Michigan Canal State Trail, Gebhard Woods State Park, Morris, Illinois; I & M Canal Records, Illinois State Archives, Springfield, Illinois; and Archive of the Will County Historical Society, Lockport, Illinois, and Strickland, Gill and Campbell, eds., "Specifications of a Lock of Eight Feet Lift on the James River and Kanawha Canal," Specifications. . ., pp. 135-146; and "Specification on Lock No. ____ of eight feet lift, on Section No. ____ of the James River and Kanawha Canal," Second Annual Report of the President to the Stockholders of the James River and Kanawha Canal (Richmond: Shepherd & Colin, Printers, 1837), pp. 125-135.

²⁸For example, under the identical headings "Face Stone" paragraph 2 in the I & M specifications and paragraph 2 & 3 in the J R & K specifications the wording is almost identical.

In addition the I & M and J R & K locks bear certain common features which distinguish them from many other canals of the same period. For example, both sets of locks used full length upper gates located downstream from the upstream breastwall. This is somewhat unusual and distinctive; most canal locks of the period used a short upper gate resting on top of the upstream breastwall. Another feature both sets of locks share is stop-gate slots. On both canals two narrow slots were cut into the stone of the lock walls directly above the upstream breastwall; these slots were apparently intended to hold a log stop-gate which would allow repair of the gates on the lock without extensive dewatering of the canal.²⁹ Provisions for such a stop-gate are, apparently like the use of full length upper gates, not common place on other canals of the period.

However, regardless of who designed the I & M Canal locks, virtually identical construction contracts were awarded on June 5, 1838, for seventeen of the locks located in 1836-7 on the "deep cut" plan. By the terms of these contracts the contractors were to dig the lock pits, put in the wooden foundations and construct the stone portions of the locks by October, 1839--sixteen months after the contracts were signed.

Few contractors made this deadline. By January, 1839--just six months after the lock construction contracts were signed--the I & M canal commissioners ran out of money with which to pay contractors. Contractors were paid with checks which they could cash when money became available. Few I & M contractors could afford to pay their men and secure the need construction supplies out of their pockets on the promise they would be repaid later. By February even those who had personal capital realized these canal

²⁹Although these verticle slots are not detailed in either Goodings' or Wright's lock specifications, they are found in examination of existing I & M and J R & K Canal locks.

checks were worthless unless the Canal Commissioners got some money, and got it soon.

By June, 1839, the canal was facing abandonment. The remaining contractors and the Commissioners held a meeting to see how they could salvage the project. If the work was abandoned, the contractors would lose everything they had already advanced or invested in the project. They agreed to "prime the pump"; they bought \$1,200,000 worth of canal bonds. Most of this money would come right back to them because they were the same people the canal owed. The contractors were, in effect, paying themselves and really were not ahead anything. But they were able to sell their bonds for \$1,000,000 to other investors and, as a result, were only out a collective \$2000,000. Nevertheless, this "pump priming" project did not work out as well as planned. The sale of a few canal bonds simply did not restore faith in the project and no other bonds were sold at that time.

However, this completed financial game did keep construction work going the rest of the year even though crews were drastically cut. Contractors continued some work in 1841. They were paid in special checks written by the contractors to their creditors whom the Canal Commissioners would pay when they had the money. Naturally, many creditors refused such checks and neither method of payment was very popular. In 1842 construction work stopped all together.

The Illinois State Bank failed in 1842 and the State's finances seemed hopeless. The State owed \$14,000,000 with no way to pay it back. The debt was piling up at a rate of \$830,000 a year in interest alone. The State was for all practical purposes bankrupt.

Naturally, the biggest issue in the gubernatorial election of 1842 was the debt problem. The solution offered by the winner, Thomas Ford, was

to complete the canal and use the tolls and other revenues it generated to pay the State debt, or at least the interest on the debt.

Also, in February 1843 by action of the Thirteenth General Assembly of Illinois the "deep cut" plan of the Canal construction was abandoned and the "shallow cut" plan was adopted. This, as discussed above, necessitated design changes affecting the whole Canal. However, completing the Canal on the "shallow cut" plan would only cost \$1,600,000; proceeding on the original "deep cut" plan would have cost \$3,099,000.

The only problem left was to find a way for a bankrupt state to borrow \$1,600,000. But a group of investors finally loaned the State the money-- but only after arranging that the State would have no direct voice in the financial operation of the canal (the State established a trusteeship, with future investors picking two of the three trustees). The investors also pressured the State to pass a property tax law, so that it could pay its debts with that money rather than with canal profits.

In July 1845, when construction work on the I & M resumed under the supervision of the newly organized group, the Board of Trustees of the Illinois and Michigan Canal, William Gooding assembled a new staff of engineering assistants. While construction work had been halted, of the original engineering staff, only Gooding, the Chief Engineer had been retained on the Canal payroll. One of the first tasks facing these engineers was to finish construction projects that had been left incomplete in 1842. New contracts were let for all the construction work begun but left unfinished in July 1845. However, it was the canal's general policy to let the 1845 contract work to the pre-1842 contractors unless the contractor no longer wanted the job, so some continuity was assured. By the terms of these new contracts the construction work covered by the contracts was to be completed

by October 1846. Unfortunately because of both the quality of work done during the pre-1842 financial crisis and the deterioration of the half-completed work during the nearly three year hiatus in construction, many contractors missed these deadline by up to a year. For example, the stone portions of Lock 14 were not completed until November 1847--nine years after it was begun in June 1838, but less than two years after the trustees took charge.

However, the completion of lock construction did not mean that the I & M Canal locks were ready for boats to use. The construction of the lock gates and irons necessary for them were not included in the construction contracts for the locks. These were separate jobs.

When the entire 1838 lock construction contracts were let, it is apparent from the terms of the contracts that the engineering staff planned on the locks being completed by fall 1839. This projection was important for lock gate construction contracts. Lock gates could not be hung in the locks until the locks were finished. The engineers projected that construction of the lock gates would be a much less time-consuming task than construction of the locks; lock gates were expected to be built in six months while locks were expected to take sixteen months to build. Therefore, lock gate construction contracts were probably not even let until almost a year after lock construction contracts, and when the locks took longer to construct than the initially projected time, the lock gate contractors were probably told to delay the start of their work until it appeared that lock gates would be done at roughly the same time as the locks.

Consequently, it appears that work on the specific lock gate design began, at the latest, soon after the lock construction contracts were let in 1838. Although the exact design of the lock gates developed in 1838-39

is unclear, it is certain that their design was quite different from that of lock gates erected at Lock 14 when that lock was finished in 1847.

Contracts for the construction of these 1838-39 design lock gates were probably let in 1839. However, it is unlikely that these gates were ever built. In light of the incompleteness of the locks the contractors were probably told to delay the start of their construction work indefinitely. Their contracts were cancelled in 1842 when all construction contracts on the I & M were cancelled so that the project could be refinanced.

It is possible that during the three year halt in construction, 1842-1845, when William Gooding was the only engineer on the staff of the I & M Canal, he designed new lock gates for the I & M Canal locks. If he did not do the work then, new lock gate designed were certainly developed in 1845 after Gooding had assembled a new staff.

But again, as was the case with lock designs, although it is undeniable that Gooding and his staff developed the final drawings and wrote the specifications for these new I & M Canal lock gates, it is questionable if they were actually responsible for the design of these lock gates. It seems even more probable in the case of the lock gates than in the case of the locks, that Gooding and his staff obtained drawings and specifications from another canal's lock gates and then modified them to fit the conditions on the I & M.

It seems almost certain that Gooding's model for the lock gates on the I & M was the locks on the Erie Canal in Lockport, New York, as enlarged in 1842. The initial post 1845 timber lists for the I & M Canal lock gates (that is, the timber lists before construction modifications began to be made) match those on the 1842 Lockport locks on the Erie Canal down to the

sixteenth of an inch.³⁰

Yet again, as in the case of the I & M Canal locks, regardless of who designed them, virtually identical construction contracts were awarded on February 3, 1846, for lock gates of the 1842-1845 design for nineteen of the locks on the I & M Canal. At this letting lock gates were contracted for the fifteen lift locks on the main line, the Guard Lock at Joliet, and the Ottawa Side Cut Lock--all located in 1836-37-- and for two lift locks added under the 1843 adoption of the "shallow cut" plan--Summit Lock No. 1 at Bridgeport and Summit Lock No. 2 just south of Romeoville. By the terms of these contracts the contractors were to have the lock gates finished by September 1846.

Of course, many of the contractors could not meet this deadline because as explained above, the gates could not be completed and erected until the locks were finished and ready to receive them.

Also, although the lock gate contractors framed the gates using specially manufactured lock irons and installed a valve gate, they did not manufacture or supply either of these elements of the lock gates. These

³⁰The documents used for this comparison are "Bill of Timber and Plant for Lock Gates February 3, 1845, copy for Grubb and Ford, Sent to Preston February 12, 1845" and Bill of Lock Gate Timber and Plan, copy sent to J. B. Preston, February 11, 1846" from I & M Canal records, Record Group 491.47 "Timber Bills Circa 1845-1847", Illinois State Archives, Springfield, Illinois; "Bill of Timber and Planks for Lock of 14 ft. lift," "Bill of Timber to Plank for Lock Gates for Locks of 10 feet lift," "Bill of Timber and Plank for locks of 8 feet lift," and "Bill of Timber and Plank to be used in Locks of 6 feet lift" from I & M Canal Records, Record Group 491.36 "Contract Bids, Bill and Materials 1846, Illinois State Archives, Springfield, Illinois; and "Bill of Timber etc. for Lock Gates in Locks of 10 feet lift" and Bill of Timber etc. for Locks of 12 1/2 feet lift" from loose I & M Canal Records, Illinois State Archives, Springfield, Illinois, with Thomas Evershed, "Drawing Upper Gates, Lockport Locks. No. 4" and "Drawing Lower Gates, Lockport Locks. No. 1," Working Plans of Lockport Locks, 1838, pp. 33 and 36 contained in Western Division Bound Maps and Plans, Book No. 584 in research library at the Canal Museum, Syracuse, New York.

were separate jobs. Both of these separate jobs were let on February 3, 1847, simultaneously with the contracts for lock gate construction.

The Chicago firm of Scoville, Gates and Eddy (later called simply Scoville and Gates) was awarded the contract for manufacturing the lock irons, both wrought and cast. Scoville and Gates worked on this contract for about twenty-eight months, with the final estimate being made on July 17, 1848. The pace of their work was controlled not only by the pace--and therefore demands--of the other contractors on the lock gate projects, but also by the engineering staff. Although the engineering staff offered a list of the items to be covered by the contract at the time of the letting, this list and the specifications were continually modified. Even the July and August 1847 detailed specs sent to Scoville and Gates were amended time and time again.

The contract for the manufacture of the valve gates was let to George W. Hildreth of Lockport, New York. According to William Gooding, George Hildreth held a patent for these valve gates, which were the valve gates in use in the Lockport, New York locks on the Erie Canal in 1846;--the same lock gates from which Gooding apparently initially copied the basic design for the lock gates used on the I & M.

Hildreth did indeed take out a patent on these valve gates in 1840³¹ and they were installed in the locks at Lockport, New York, in 1842.³² But

³¹S. W. Hildreth, Canal-Lock Gate Patent No. 1517, Patented Mar. 19, 1840.

³²New York State Assembly Document No. 201, April 21, 1847, in Documents of the Assembly of the State of New York. . . 1846; Thomas Evershed, "Plan of Slide Gate in Culvert, Lockport Locks" Working Plans of the Lockport Locks, 1838. Contained in Western Division Bound Maps and Plans, Book No. 584, Research Library, The Canal Museum, Syracuse, New York; and "Hildreth Slide Gates in Culverts-Lockport Locks (c. 1840), Accession #4 (Audit and Control): Map #40, New York State Archives, Albany, New York.

in 1841, even before Hildreth's valve gates were installed in the Lockport (New York) locks Hildreth's patent had been invalidated.³³ A federal court in Washington, D. C. decided that George Heath of Little Falls, New York, (who had applied for a patent on a valve gate in 1841³⁴) was actually the first and original inventor of the valve gates described in both his patent application and Hildreth's patent application.

This fact along with several others caused difficulties for Hildreth in regards to an Erie Canal valve gate contract he was awarded in 1842.³⁵ As a result, Hildreth's gates were only installed at the Lockport, New York, locks on the Erie Canal.

George Heath's patent rights to the valve gates sold by George Hildreth eventually had an impact on Hildreth's I & M Canal contract as well. In 1849 Heath apparently discovered Hildreth had sold the valve gates in question to the I & M and sued Hildreth for patent right infringement.³⁶ Although Hildreth attempted a variety of defenses, the Supreme Court of the Fifth Judicial District eventually decided the Hildreth had infringed on Heath's patent rights.

So although Hildreth sold the valve gates to the I & M and they are

³³Case No. 6,309: Heath Vs. Hildreth, October 15, 1841, Federal Case Book, Vol. 11, pp. 1003-1007.

³⁴G. Heath, Hydraulic Canal Gate, Patent No. 2393, Patented Dec. 14, 1841.

³⁵New York State Assembly Document No. 201, April 21, 1847, op. cit.; New York State Assembly Documents No. 18, January 15, 1844 and No. 91, February 22, 1844 in Documents of the Assembly of the State of New York. . . 1844, and New York State Assembly Document No. 216, May 5, 1846, in Documents of the Assembly of the State of New York. . . 1846.

³⁶Civil Action a-1363, George Heath vs. George Hildreth, 1849, records of the Fifth Judicial District, Office of the Clerk of Herkimer County, Herkimer, New York.

placed which took some time.

But the major problem that delayed the closing out of the contract was that William Gooding was not satisfied with the valve gates as manufactured by the Buffalo Steam Engine Works. The valve gates were not finished off so they would operate smoothly, easily and truly. At one point, Gooding even suggested having some of the gates re-made anew by a new sub-contractor in Chicago.

Working out the defects in the valve gates to the satisfaction of the I & M engineering staff, and replacing those broken in transit evidently took over a year.

But despite all these delays, as stated above, the complete lock gates, including valve gates and necessary lock irons, (all of which are described in some detail in Park II of this appendix) were erected by April 20, 1848, when the canal opened to navigation.

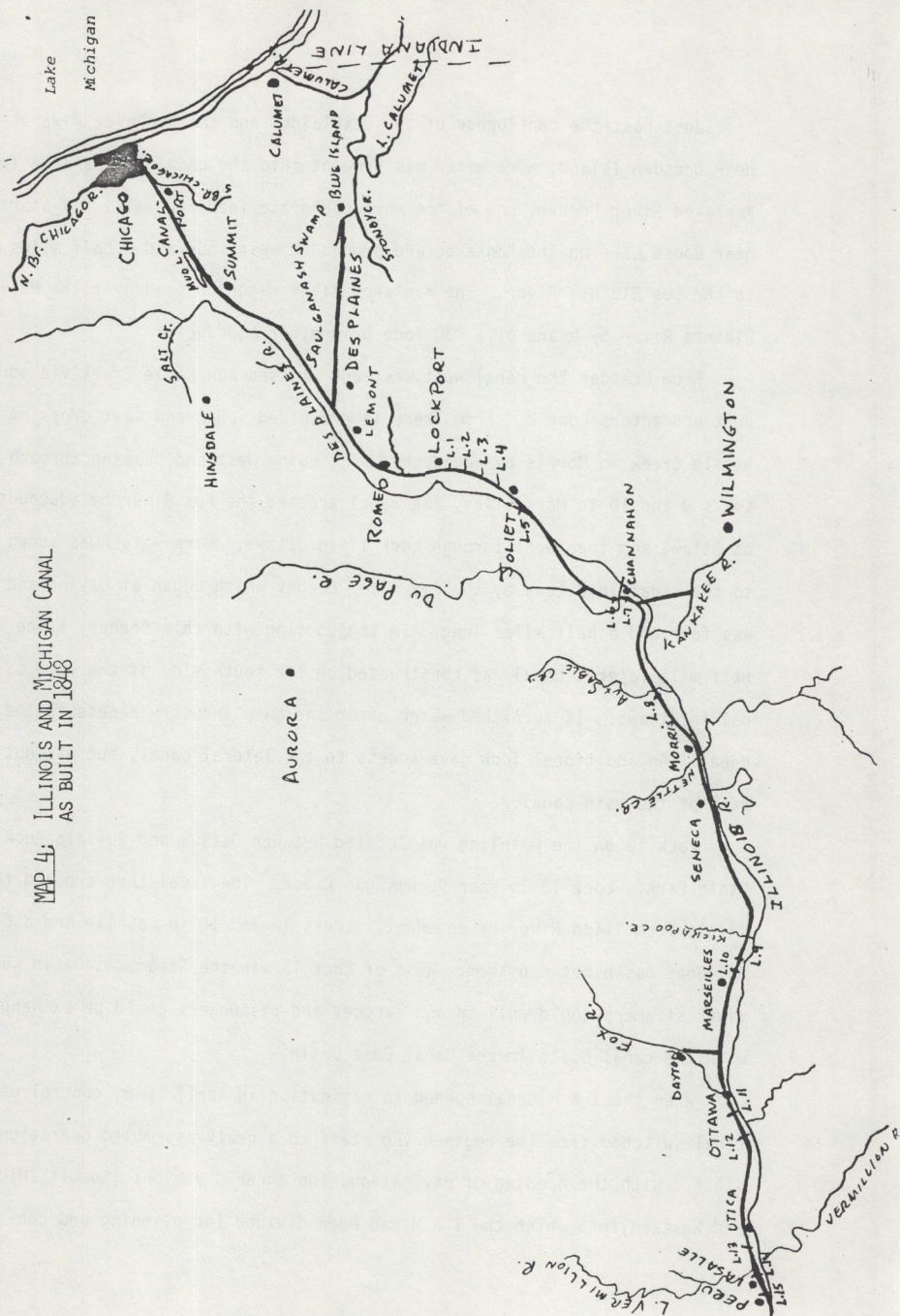
Twelve years after it was begun the I & M Canal opened to navigation. Although this is a long time, the Canal Trustees could take credit for the fact that the period of construction was no longer. From the time they took charge in 1845 it took less than three years to complete the canal. And the costs for completion were \$1,429,606--less than the State estimate of \$1,600,000. The total construction costs of the Illinois and Michigan Canal were \$6,468,855. But this was not the total debt; long accruing interest on scrip, checks, bonds, loans, and so on brought the total debt to \$8,000,000. The Canal Trustees, while operating the canal, paid off the entire debt by April 30, 1871. For twenty-three years the Trustees built up the traffic, covered operating expenses (over \$3,000,000), and still turned over to the State a debt-free canal plus more than \$95,000 in surplus funds.

The route from Lake Michigan to the Illinois River, as completed in 1848 (see Map 4), had eighteen locks. The first two locks were in the Chicago River and were designed to raise boats from the river to the summit level of the canal. There was also a pumping station in Chicago which brought water from the Chicago River into the canal. More water was brought into the canal just north of Lemont where the Calumet River Feeder met the mainline. This feeder canal extended from near the town of Blue Island on the Little Calumet River to the I & M Canal, a distance of nearly seventeen miles.

The next four locks are very close together and, because they were always part of the canal plans, are known by number. Lock 1 is in Lockport; 2, 3, and 4 are between that town and Jackson Street in Joliet. A dam at what is now Jackson Street formed a bulge in the Des Plaines River, a slack water navigation pool, known as the Upper Basin. The canal crossed the Des Plaines via the Upper Basin to the west bank where Lock 5 was built at an angle to the dam. Passing through Lock 5, the canal entered another slack water navigation pool formed by a dam at what is now Jefferson Street in Joliet. This dam had a guard lock, a lock intended for access only rather than for the raising and lowering of boats. Below the dam the canal proceeded south and west, separated from the river by a high towpath embankment. The DuPage River Feeder, only one quarter mile long, entered the canal near Minooka.

Locks 6 and 7 are in Channahon. After leaving Lock 6 on the west bank of DuPage, the canal crossed the river via a slack water navigation pool created by another dam. Lock 7 was on the opposite bank. From there the canal proceeded southwest, passing the Kankakee Bluffs by means of a high towpath embankment which separated the canal and the Des Plaines River.

MAP 4: ILLINOIS AND MICHIGAN CANAL
AS BUILT IN 1848



Just past the confluence of the DesPlaines and the Kankakee Rivers near Dresden Island, more water was brought into the canal by means of the Kankakee River Feeder, one of the more elaborate feeder canals. It started near Goose Lake on the Kankakee and proceeded west four and a half miles to the Des Plaines River. The Kankakee River water crossed over the Des Plaines River by means of a 330 foot bridge, or aqueduct.

From Dresden the canal went west and crossed Aux Sable Creek via aqueduct and enters Lock 8. From there it proceeded south and west crossing Nettle Creek in Morris by aqueduct. Continuing west and passing through Locks 9 and 10 in Marseilles, the canal crossed the Fox River by aqueduct at Ottawa and then went through Lock 11 in Ottawa. More water was added to the canal in Ottawa by the Fox River Feeder which began at Dayton and was four and a half miles long. In conjunction with this feeder, a one half mile lateral canal was constructed on the south side of the main canal in Ottawa. It furnished water power and gave industry access to the canal. An additional lock gave access to the lateral canal, but was not part of the main canal.

Lock 12 on the mainline was located between Ottawa and Buffalo Rock State Park. Lock 13 is near Pecumsagan Creek. The canal then crossed the little Vermillion River by aqueduct. Locks 14 and 15 in LaSalle and a Canal Boat Basin between them. West of Lock 15 was the Steamboat Basin where river steamers could pull in and cargoes and passengers could be exchanged with the canal boats in the Canal Boat Basin.

When the I & M Canal opened to navigation in April 1848, control of the canal switched from the engineering staff to a newly assembled operational staff. With the opening of navigation, the three divisions (Summit, Middle and Western) into which the I & M had been divided for planning and con-

struction were abandoned. Three new operation units were defined: First Division (Chicago to Rock Run), Second Division (Rock Run to Aux Sable including the Kankakee Feeder), and Third Division (Aux Sable to LaSalle including the Fox River Feeder). William Gooding, chief engineer during construction was named first general superintendent of the whole canal. His offices were located in Lockport, Illinois.

The first canal boat to travel on the new I & M Canal was the General Fry, which went from Lockport to Chicago on April 16, 1848. The first boat to arrive in Chicago from LaSalle was the General Thornton on April 24th. Immediately, commercial traffic--working boats hauling freight--began. Lumber from the Great Lakes and merchandise from the east were carried down the I & M and distributed to canal and river towns.

Grain from the interior was brought to Chicago by canal, making Chicago a great wheat market. Cattle and hogs brought by canal gave Chicago its start towards becoming the center of the meat packing industry. In 1840-41 when work on the I & M stopped, Chicago had a population of only 4,470; in 1845, when work resumed there were only 12,088. Within months of the opening of the I & M canal, the population jumped to 20,000. By 1850 it was 28,269, and by 1854 it was 74,500.

Not only did Chicago grow but so did Joliet, Ottawa, LaSalle and other cities along the route. By 1855 the entire popular balance of the State had shifted: now more than half the population of Illinois was north of the Sangamon River and the most densely populated area lay along the canal. The present size of these towns as well as their prosperity is due in large part to the I & M.

Passenger service was also an important element of the I & M Canal business--at least until 1854 when the opening of the Rock Island Railroad vir-

tually ended it. Within months of the 1848 opening passenger service began between Chicago and LaSalle, and the boats left Chicago at 8 A.M. from the foot of Washington Street. They were supposed to arrive at LaSalle and begin the return trip twenty hours later, but the trip usually took at least twenty-five hours. The price of a one-way ticket was \$4.00 for the trip of about 100 miles. This relatively high price for the times (after all a gallon of cheap whiskey only cost 25¢) reflected the fact that canal travel was a luxury--the most comfortable and convenient way to travel. The service was, however, popular; there were three boats each way daily.

The passenger boats, called packets, were small: approximately sixty to eighty feet long, ten to fifteen feet wide and eight to fifteen feet high. But they were just slightly smaller than the freight boats of that day. The cabin of a typical I & M packet was about fifty feet long, nine feet wide and seven feet high (the size of a modern city bus). About ninety passengers traveled, ate and slept in this space. The windows of the cabin were kept sealed shut because of the danger of catching malaria from the mosquito ridden waters. No passenger would go outside the cabin at night: fifty berths hung from the walls and ceilings in tiers of three (like library shelves). The rest of the passengers slept in berths on the floor. A portion of the cabin was curtained off for ladies during the night. The berths were removed in the day time so tables could be set up for meals. If a traveler wanted air, he had to go to the top of the cabin with the luggage, but had to be careful to flatten himself out on the deck when the boat approached a bridge. Passengers could also get off the boat and walk along side since the maximum traveling speed was generally about four or five miles an hour.

The first part of the trip from Chicago was the fastest. Small steamers

towed packets and freight boats on the Chicago River, but once the actual canal was reached the steamer could not go in. The boat was then powered by a team of two to five mules or horses hitched to it by towlines seventy to ninety yards long. Horses were generally used to tow passenger packets, while mules were more frequently used for towing the heavier freight boats.³⁷ Horses were faster than the mules, but they had less strength and endurance. If horses were used to tow a packet, the team was changed frequently; sometimes as often as once at every state barn passed on the trip. There were mule barns located near every lock and at every ten to fifteen mile interval in reaches of canal where locks were spaced further apart than that. Mules worked long "tricks", up to six hours, before they were traded for a fresh team.

The towlines were always secured to the boats (belayed) on an iron cleat about fifteen feet aft of the bow on the barge's gunwhale.³⁸ Because of this the boats had a tendency to shur out away from the towpath, instead of turning in toward it. To correct this the sturmen stood with his back against the tiller, facing the towpath and bracing his feet on wooden cleats which were spiked to the deck. This allowed him to exert a little pressure on the "weather helm" thus keeping the barge on course.

The long towline led forward at an oblique angle until it reached the towpath, which followed the canal its full length. There the end was made fast to the center of a strong wooden bar or singletree to which the chain traces of the team's harnesses were hooked (one at each end of the bar).

³⁷Oral History Interview with William Knowlton on October 4, 1974 conducted by Robert E. Sterling, for the Joliet Junior College Oral History Program, pp. 37-38.

³⁸William Knowlton, "The I & M Canal", Chicago Tribune, November 29, 1964.

A driver either walked along behind the team on the towpath or rode the rear animal. He guided his team with a single rein, or jerk line. With a mule team the jerk line led to the left hand bit ring of the lead mules bridle. A steady pull turned the team to the left; a few sharp jerks turned the team to the right. The lead mule was always a jenny (all the others being jocks) because jennys were traditionally believed to be smarter and thus easier to train to turn to the right.

When a horse team was used on a packet the driver had a much more difficult job, especially in starting the boat out at the lock.³⁹ It took a lot of power to get the boat underway. If the driver was working horses, he had to play-the-line around the cavil--keeping slacking away and holding a little more and a little more until he got underway. With mules the driver didn't have to do that. He merely relied on the mules brute strength and endurance.

Aside from the reins and his skill, the rest of a drivers equipment included a very extensive vocabulary and a long blacksnake whip. Generally the whip was used only as a noise-maker; the mules or horses were seldom struck.

Drivers were often boys as young as twelve or fourteen. In the early years adult drivers got salaries of \$12.00 a month and boys \$8.00 to \$10.00. They usually worked seven or eight months a year.

Although packets had the right-of-way over all other boats, in the general course of events upstream boats had the right-of-way. When two boats met, the downstream boat's team stepped to the outside of the towpath (that is, away from the water) and stopped, so that the towline lay

³⁹Knowlton to Serling, p. 38.

on the ground and sank into the water. Meanwhile, the boat steered to the opposite side of the canal, away from towpath (that is, towards the berm bank). The upstream boat and team kept its course and speed passing between the other boat and its team, the mules stepping over the other's towlines and the boat passing over it in the water. When two boats were going in the same direction, a packet had the right to pass a freight boat in much the same way. Sometimes boats of the same sort would try to pass one another and a hot race at five miles an hour ensued. In the case of freight boats, the end result was often a fight, between the boatmen.

Besides the Steersman and River, the crew of a canal boat included a Bowsman, and Captain. Bowsmen and Steersmen were paid \$20.00 a month. The Captains got a percentage of the profits, or, if they owned the boat themselves as was often the case, the whole profit after expenses. The Steersman's job was more difficult than one might think. The old canal boats were not streamline; and although the bows were, by canal regulations, curved to avoid damaging the lock gates, it was still easy to raise a swell. The Steersman had to fight the current, sandbars, and obstacles. The Bowsman not only did the general heavy work aboard both freight and packet boats but he also wielded the long iron-tipped poles used to release the craft from rocks and sandbars and to maneuver in and out of locks. Naturally, the Captain was in charge of the whole operation. On a packet more crew might be needed -- a cook and deckhands of various sorts.

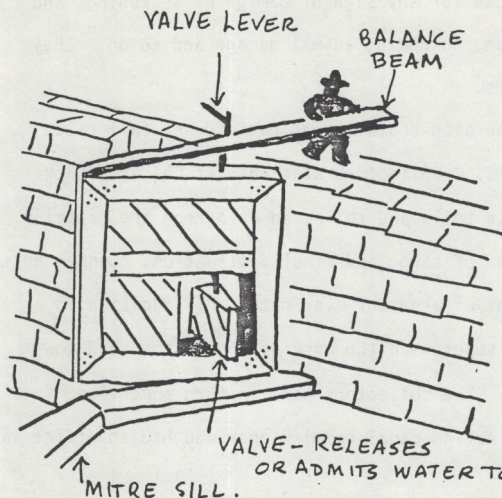
These Canallers or Canawalers, as they were called, were not the only ones working on the I & M Canal. All the locks were hand operated. A Locktender, who lived in a canal-owned house by each of the locks, had to open the lock gates to let the boats enter, lower or raise the level of the water, and then open the lock to let the boat leave. The locks on the I & M

had simple mitre gates which opened like double doors on a house; one set of the gates on each end of the lock (see Illustration 1). To open the gates, the locktender pushed a balance beam attached to one of the "doors" in a set, crossed the canal by walking across the set of gates which were still closed and then operated the balance beam for the second "door". The boat then entered the lock, and the locktender repeated the process to lock them in. Next he maneuvered the levers on the top of the gates to open the valves below water level on the gates by which the boat would leave the lock. These valves allowed water to drain to the lower level -- either into the lock or out of the lock. When the level of water in the lock equalled that of the stretch of the canal the boat was headed for, the locktender shut the valves and opened the gates through which the boat exited. Then the boat entered the canal, and the locktender shut the gates. Only one boat could be locked through at a time and so almost immediately the locktender started over again for the next boat.

The locktender operated his lock as long during a day as he could stay on his feet and keep working -- usually about eighteen hours in the busy seasons. He was on call twenty-four hours a day and had to be ready to lock a boat through whenever it arrived. He also had to settle all brawls between canallers, who often attacked each other over the right to go through the lock first -- no one wanted to wait in line for hours. To keep order, lockmen often had to out-fight the whole lot. And for all of this, he was paid \$300.00 a year.

In addition to lockmen, the I & M Canal Trustees and Commissioners employed towpath walkers and collectors. The towpath walkers patrolled a section of the canal every day, checking the waste gates which allowed excess water to spill out into streams and rivers rather than overflow the banks and flood. These gates had to let out the exact amount of water

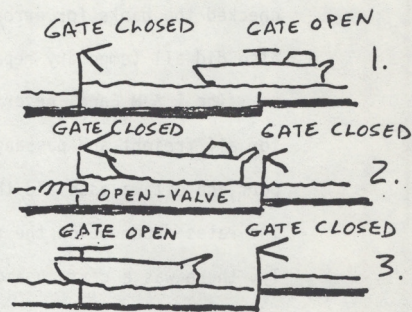
ILLUSTRATION 1: SIMPLIFIED I & M CANAL GATE



GATE CLOSSES AGAINST SILL
TO SEAL WATER IN LOCK
TO MAINTAIN WATER LEVEL

TO LOWER BOAT
STEPS 1-3.

TO RAISE BOAT
REVERSE ORDER.



1. BOAT ENTERS LOCK THROUGH OPEN GATE.
2. GATE CLOSSES BEHIND BOAT. VALVE IN OPPOSITE GATE OPEN. WATER DRAINS
3. WHEN LEVELS EQUAL OPEN GATE. BOAT OUT.

ADAPTED FROM: PAULINE MEYER, THE CANAL GAME (EDWARDSVILLE, ILLINOIS: 1976), p.18.

necessary to keep the canal at its proper level. The towpath walkers inspected the locks and aqueducts for any sign of damage or weakening, and checked the banks for erosion, burrowing animal damage and so on. They also did all temporary repairs.

The I & M Canal never operated boats itself but did set toll rates for all freight and passengers. Collectors stationed at Chicago, Lockport, and Ottawa assessed these tolls and collected them from the captains. The rates depended on the type of cargo and final destination. Consequently, there was a certain amount of argument over rates. In addition to these duties, the collectors supervised the work of the lockmen and towpath walkers in their region. The collectors were in turn supervised by the general superintendent or acting canal commissioner who had an office in Lockport.

As the canal continued to increase its business year after year, Chicago continued to grow and generate a large quantity of sewage with no sophisticated disposal system. Lake Michigan had become so polluted by the 1860's that typhoid was reaching epidemic proportions. Naturally, the sewage was also polluting the Chicago River. Since the Chicago River water was pumped into the canal, by 1862 the stench in Joliet was "enough to make a horse sick."⁴⁰ To remedy this sanitary problem, Chicago officials proposed enlarging the canal so the sewage would flow faster and be less of a health hazard.

Simultaneously, the Civil War heightened general interest in enlargement of the Canal. In the early years of the war, while the Confederacy controlled the lower Mississippi, access to the east-west trade routes became more important to western residents. The market and port of New

⁴⁰Joliet True Democrat, June 7, 1862.

Orleans were not available. Moreover, as the war escalated and it looked as if England might join the side of the Confederacy, the lessons of the War of 1812 loomed large. Gunboats, however, were bigger than they had been in 1812. An iron-clad, typically twenty-five feet wide by 200 feet long, would not fit through the I & M Canal.

As a result, in 1863 a National Ship-Canal Convention was held in Chicago. The 5,000 delegates from all the northern states memorialized Congress, urging enlargement of the Illinois and Michigan Canal for both military and commercial reasons. Though no legislation was passed at that time, the public pressure was instrumental in War Secretary Stanton's decision to survey the I & M Canal and the Illinois River to gauge the feasibility of military improvements. General J.H. Wilson conducted the survey and reported in 1868 that the Illinois and Michigan Canal should be improved from Chicago to Joliet (thirty-six miles) and that from there, the Des Plaines and Illinois Rivers should be improved. Wilson proposed the whole route be deepened to seven feet and widened to 160 feet with locks seventy-five feet wide and 350 feet long. The canal section would still get its water from the Chicago River. Unfortunately, the federal government took no steps to implement Wilson's plan.

In 1867, the Illinois General Assembly had already ordered that navigation be improved on the Illinois River south and west from LaSalle. In the 1870's two navigation locks, one at Henry, Illinois, (1871) and one at Copperas Creek (Banner), Illinois, (1876) were opened. Responsibility for the two locks and the ninety-eight miles of the Illinois River they control was placed under the charge of the Illinois and Michigan Canal Administrators. Two more collectors and locktenders were added to the I & M staff.

In 1871 the city of Chicago provided \$3,000,000 to rebuild the eastern

section of the canal on the original "deep-cut" plan. The summit division of the I & M Canal was deepened so that water from Lake Michigan fed the canal. The flow of the Chicago River was reversed -- instead of flowing into the lake, it now flowed out. The two locks in the Chicago River were eliminated because the water was at one level all the way from Chicago to Lockport.

Chicago officials were convinced that their sanitary problems were over. Their sewage no longer remained in Chicago; the canal now carried it all away from the population center. Of course, the people downstream were not so happy. "The great conflagration of October 8 and 9, 1871, that leveled Chicago was interpreted by some as an expression of heavenly punishment for the callous manner in which the city unloosed its filth on its neighbors."⁴¹ Naturally, freight traffic dropped drastically; boatmen did not want to work in the stench. Commerce continued to come into and out of Chicago by canal but railroad freight increased.

After the fire Chicago grew even more, with even more sewage. By 1881 the "deep-cut" was no longer keeping the filth flowing far enough or fast enough. Chicago officials had to bring the Bridgeport pumping station back into action to hurry the mess along. Moreover, the Chicago River channel had become so polluted that a new channel had to be dredged; the same thing had to be done the entire length of the canal and down the Illinois River to Grafton on the Mississippi.

It was obvious that expensive dredging would be required periodically as long as Chicago's sewage was being forced down the route. Because under federal legislation the U.S. Army Corps of Engineers was responsible for

⁴¹Henry Sinclair Drago, Canal Days in America: The History and Romance of Old Towpaths and Waterways (New York: Clarkson N. Potter, 1972), 266.

maintenance of the Illinois River below Copperas Creek, the State of Illinois did not have to pay for the dredging there. In 1882, the State offered to donate the I & M Canal from the mouth of the Chicago River to LaSalle to the United States on the condition that it be maintained and used as a commercial waterway forever. After a Corps of Engineers study, the federal government turned the offer down.

Throughout the 1880's not only did the sanitary and health danger spread further down the canal and Illinois River but traffic continued to decline. (Only 82 boats traveled the canal in 1893; 162 had used it in 1848, the first year of navigation.) Finally, in 1892 the Chicago Sanitary District was created and work began on the Chicago Sanitary and Ship Canal. This larger canal would, it was hoped, solve the sewage problem; more water and waste would be moved faster. The first reach of the Sanitary Canal from Chicago to Lockport opened in 1900; simultaneously, traffic on the parallel section of the I & M decreased drastically.

Unfortunately, completion of this portion of the Sanitary Canal did not do much to relieve conditions on the sections of the I & M still open and actively used. More scum came in than ever, speeding clogging and deterioration. In 1902, a second reach of the Chicago Sanitary Canal, extending from Lockport to Joliet, opened. Once again traffic on the parallel section of the I & M virtually ended. This did relieve the situation on the remainder of the I & M Canal because the new section of Sanitary Canal discharged directly into the DesPlaines River. By 1902, the Illinois and Michigan Canal was so deteriorated it was almost beyond repair. The channel needed to be redug but the state was unwilling to invest a large amount of money in a canal only sixty feet wide and having hand operated locks. Even if it was repaired, modern boats could not use it.

Consequently, in 1902 Chicago officials, the State of Illinois, and local residents began a drive to have the federal government improve the Illinois and DesPlaines Rivers from LaSalle to Joliet. If that stretch of river could be opened to navigation, the whole Illinois and Michigan Canal could be closed. In 1919 the Illinois Deep Waterway was begun as a joint State and Federal project.

Meanwhile, in 1918-1919 a federal defense grant financed a temporary renovation of the I & M Canal. Although the I & M was then more or less navigable, it had very little use. By the 1920's there was so little use it was difficult to keep the channel free of silt, especially on the western end where strip mining was practiced. Moreover, in 1922 the Cal-Sag Canal, replacing the Calumet feeder as a commercial east-west waterway, was completed. The channel of this canal, begun in 1911, cut across the old I & M Canal just north of Lemont. The I & M Canal no longer offered a through route to Chicago. Consequently, commercial navigation on the by then little used section of the I & M from Chicago to Joliet ended.

In 1933 the Illinois Waterway opened, and all of the Illinois and Michigan Canal was officially closed to navigation. A new phase of its history began. After 1933 the recreational potential of the canal began to be explored. During the Depression the Civilian Conservation Corps (CCC) developed recreational facilities along the canal. They renovated the towpath which had not been much used for navigation since the 1890's when most of the canal boats converted to steam. The CCC also built picnic areas, shelters and trails.

But once the CCC was disbanded, these facilities fell into disrepair except where they were located within city, county or state parks adjacent to the canal. The State was barred by its 1870 constitution from spending

any money on the canal. The only maintainance funds available came from rent on lands within ninety feet of the canal itself and fees paid for cutting ice in the winter, use of water power, and so on. These revenues had always been an important source of funds for canal operations, but as demand for both hand-cut ice and water power decreased, they could not pay for major development of the canal's recreational potential.

In 1954 the so-called "Blue Ballot" was passed in the general election. This referendum amended the Illinois Constitution so that state funds might be spent on canal maintainance. It also allowed the State to sell or lease portions of the canal. With the funds thus available, the State could undertake basic maintainance to control flooding and ease drainage problems. But by 1954, the I & M was so deteriorated there was still not money enough available for recreational development.

The "Blue Ballot" also cleared the way for projects such as the use of the I & M right-of-way for construction of the Stevenson Expressway in Chicago. Some lands were also transferred to local communities and park commissions.

Finally, in 1974 the entire Illinois and Michigan Canal was transferred to the stewardship of the Illinois Department of Conservation. Since that time, development of the canal's recreational potential has expanded. A hiking and bicycling trail opened on the old towpath between Channahon and Morris and between Utica and LaSalle. A hiking and snowmobile trail opened between Morris and Seneca. Work is in progress for trail development between Seneca and Utica and is planned for the area between Channahon and Joliet (Brandon Road). In October 1979 the U.S. Interior Department awarded the Illinois Department of Conservation a Maritime Heritage Preservation Grant to help restore I & M Canal Lock 14 in LaSalle. The \$113,555 in federal

funds will be matched on a 50-50 basis by state funds for project use. These funds are entirely separate from the \$35,000 repair project undertaken at Lock 14 in the Spring and Summer of 1979.

The Department of Conservation has developed many other recreational facilities: information on current use is available from the Illinois and Michigan Canal State Trail, Central Office, Gebhard Woods State Park, Morris, Illinois.

Many volunteers in the communities along the canal have helped the department in its development program. In 1976, volunteers in LaSalle, using Department of Conservation funds for equipment, dredged the basin above Lock 14 and dredged and shaped the basin between Locks 14 and 15. At Lockport, the Historic Preservation Council and the city used supplies provided by the state to reroof and repair a CCC shelter, install a pedestrian bridge, work on the trail and landscape a shelter. These same two groups were instrumental in securing the services of the nine member Historic American Engineering Team which study the Lockport area and the I & M Canal as its major feature for twelve weeks during the summer of 1979. Marseilles volunteers, again using materials financed by the Department of Conservation, cleaned up the area around Lock 9, improved drainage, seeded and maintained canal banks, and repaired or replaced some stone and metal work along the canal. In Ottawa, the city put a new roof on the CCC shelter along the canal and assumed responsibility for maintaining the canal banks within the city.

Many of the same volunteers involved in these efforts were also involved in efforts by private organization to develop canal related facilities along the canal. For example, in Lockport the Will County Historical Society maintains its headquarters and a museum commemorating both the canal and the history of Will County in the 1845 Canal Office Building. In Utica

the home of the LaSalle County Historical Society is located in an 1842 I & M Canal Warehouse.

In the fall of 1979 a New Areas Study Team from the Denver Service Center of the National Park Service did a Reconnaissance Survey of the I & M Canal and surrounding areas. In the late spring of 1980 their report was published recommending further study of the area. During the fall and winter of 1980-81 the federal Heritage, Conservation and Recreation Service will be beginning a further study of the area.

Bibliographical Note

In an effort to keep the scholarly apparatus from becoming unnecessarily bulky, footnotes have been omitted from the sections of this paper drawn from materials in the Illinois State Archive, Springfield, Illinois; and from the Illinois and Michigan Canal State Trail Archives, Morris, Illinois. Complete references for the specific information contained in these sections may be obtained from the author upon request.

Cows, corn, empty shells greeted the first villagers

\$400 down.

That was the most attractive feature of the first tract houses in what would become Bolingbrook.

Stories from original settlers paint a true pioneer picture, more reminiscent of the 1860s, then the 1960s.

For just over \$10,000 you could move your family into a Westbury house. If you got the really big two-story, maybe it was \$14,000.

What did you get for your money?

As with many subsequent builders, Dover Construction soon became a declared enemy of the new Bolingbrookers.

"I thought I was moving into my dream house, Pat Westfall, a young mother of the era.

"When we walked in, though, we saw bare concrete floors. There was some cheap tile in the kitchen and bath, but concrete over the rest of the downstairs."

Upstairs there was bare plywood on the floors. The first thing we had to do was spend a whole thousand dollars to buy carpets."

"If you bought the paint from Dover it was just white wash with some grit on it. You could pick from several colors — as long as it was the same color for every room in the house. Smart people decided to do their own painting."

Recalled Walt Magdziarz, it was a full year after moving into Colonial Village in 1962 before Dover put gravel down for the streets. It was one more year before the streets were paved."

A troop of door-to-door salesmen walked the block. First it was the downspouts and gutters man...then the storm window man...then there was "Dirty Jim."

He wasn't really dirty. It was Jim Walden, who delivered top soil every weekend to homeowners, even after he became a trustee.

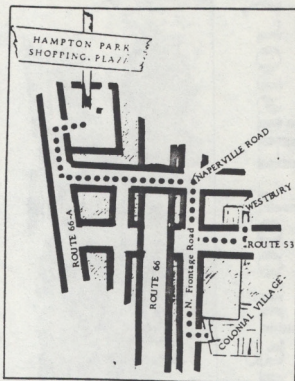
Dover homes, according to parade founder Joe Rojek, were just shells.

"IF THERE WAS any hanky-panky going on, the men would grab their guns and patrol. They'd chase down run-away teens," residents recall of the early 60s.

At one point, according to Bob Schanks, there were 59 men out each toting a shotgun. It was the original "neighborhood watch" program. The sheriff was a long way away in Joliet, after all.

It was a group of residents who turned out one Saturday at one eastside and one westside site to install the village's first playground equipment.

Shopping was a real treat. You drove



This map, from 1965 which was part of an ad to lure early Bolingbrookers to Romeoville to shop, shows the two Bolingbrook subdivisions (Colonial Village and Westbury), and the directions to get across "Route 66" to the Hampton Park Shopping Plaza. Romeoville had just experienced a massive subdivision boom which saw most of what is now Romeoville built by the Alexander Construction Co. "Old Romeoville" dates back to the 1800s and the construction of the I & M Canal.

to Lisle or Lemont, for most of it. If the "little woman" didn't have a car, she could rely on the milkman.

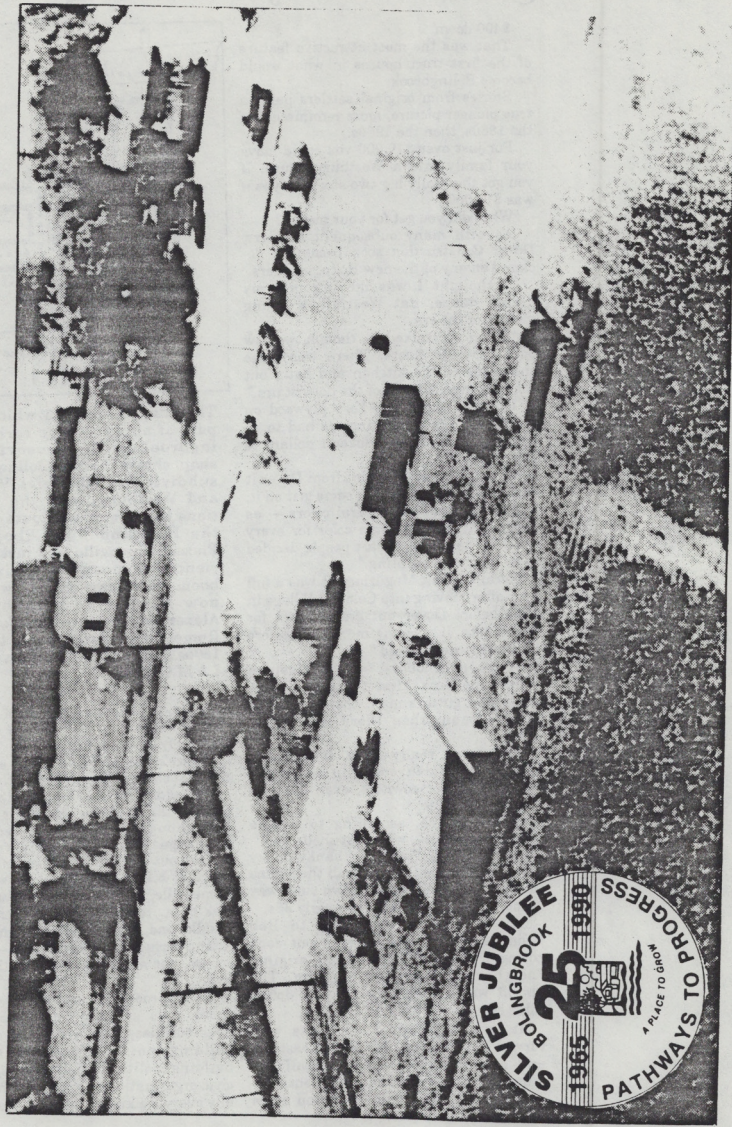
Grace's Clover Farm Store served as the first convenience mini-mart.

You didn't have to drive to Lemont to pick-up the mail, as the 1970s arrivals did, though. Mailboxes lined North Frontage Road and early residents walked out there to grab their mail.

THE KIDS ALL went to school in Romeoville, until 1964 when North View was built. It was a decade more before middle and high school students could attend class in their hometown — and, of course, not all of them can do that even today.

Bolingbrook "oldtimers" characterize those days as rich with cooperation, neighborliness and a time of constant building, not only more houses, but building political institutions, parks, civic organizations, churches, when literally everyone knew everyone else.

25 Years (And More) of Bolingbrook History



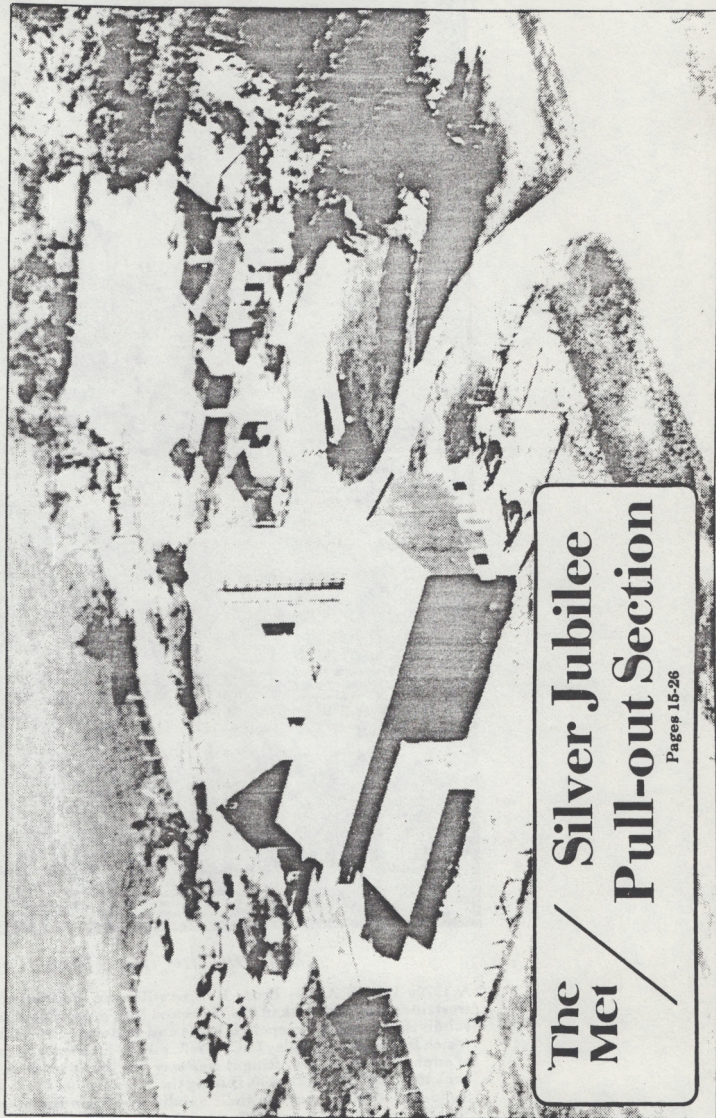
...before Bolingbrook, there was Barbers Corners

BEFORE BOLINGBROOK and its first tract houses, "Barbers Corners," as the area around Rt. 53 and Boughton Road was called, was the hub of a small, thriving rural area, which (in the picture taken above in 1952) when the first tract homeowners moved in. It wasn't until 1975, 11

...before Bolingbrook, there was Barbers Corners

BEFORE BOLINGBROOK and its first tract houses, "Barbers Corners," as the area around Rt. 53 and Boughton Road was called, was the hub of a small, thriving rural area, which (in the picture taken above in 1960) included Grace's Clover Farm Store in the upper left corner (where Dave's Car Wash is now). A farm implement is in the center of the photo (Amoco now). That's a one-room schoolhouse on the corner where J.J. Peppers and

Barbers Corners shopping center now stands. A cheese factory once stood on the empty corner. Barbers Corners looked pretty much like this in 1960 when the first tract homeowners moved in. It wasn't until 1976, 10 years after incorporation, that the state of Illinois mapmakers finally recognized Bolingbrook's existence and took the label "Barbers Corner" off their road maps and put Bolingbrook on the map.



The Met / Silver Jubilee Pull-out Section

Pages 15-26

THIS IS THE Breitweiller Farm on Boughton Road near Barbers Corners where Winston Village and the Outfield Clubhouse were built in the late 1880s and early 70s. A plaque was mounted in 1979 on a large stone now

under the sign at First Midwest Bank, commemorating the importance of the Barbers Corners intersection which dates from 1832, when Capt. John Barber settled his family here.

3

224.

A 1970s HOME AD — From Hoffman-Rosner, builder of most of the westside of Bolingbrook in the 1960s and '70s, proclaimed its Indian Oaks subdivision was by "unspoiled lakes and under ancient oak trees under which Indians used to play LaCrosse" ...all of which was the company's way of euphemistically admitting it was way out in the boonies. Home prices back then: \$25,000 to \$35,000. During the '60s and '70s, those who moved in frequently related more to their subdivision than the town. Even bank checks would be imprinted "Indian Oaks," rather than "Bolingbrook."
(From Fountaindale Library display)

The way we were was a lot cheaper

The times, they were a'changin' in 1965 when Bolingbrook was incorporated, but at least those times were inexpensive. Gas was cheap, good housing cost less than \$20,000, the highest-paid baseball player was Willie Mays, making a paltry \$100,000, and the Beatle explosion was still rocking the world.

How much have things changed in 25 years? Just take a look:

In 1965...

- Lyndon B. Johnson was president and Hubert H. Humphrey was vice president.
- The average cost of a three-bedroom home was \$16,150.
- The average income was \$6,956.
- A new Ford was about \$3,498.
- A gallon of gas sold for 31 cents.
- A loaf of bread was only 21 cents.
- A gallon of milk cost \$1.06.
- A pound of bacon was 81 cents.

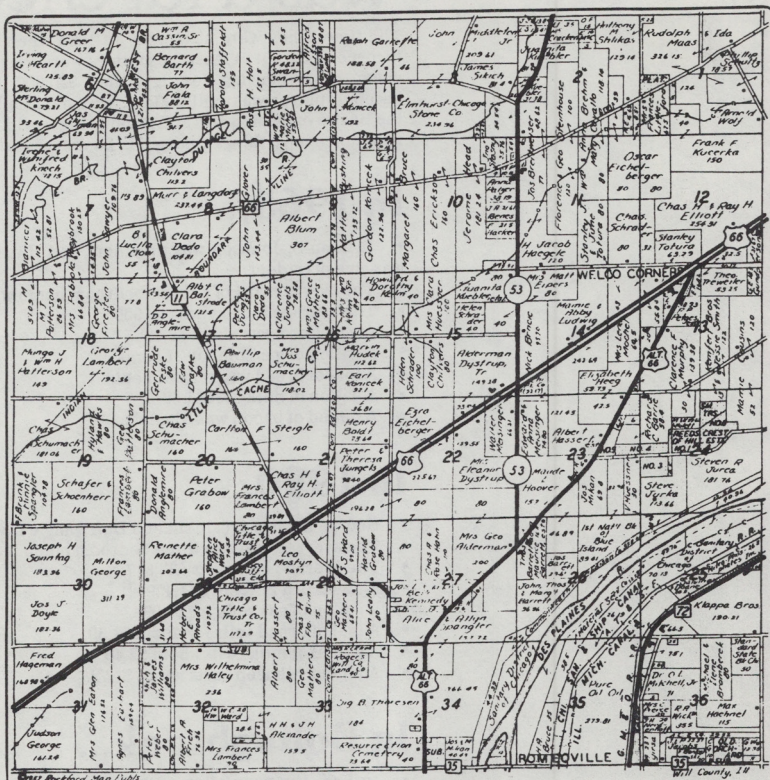
In 1990...

- George Bush is president and Dan Quayle is vice president.
- The average cost of a three bedroom home is \$93,400.
- The average income is \$33,817.
- A new Ford is about \$11,429.
- A gallon of gas sells for \$1.03.
- A loaf of bread sells for about \$1.39.
- A gallon of milk costs about \$2.40.
- A pound of bacon costs about \$1.72.

In Bolingbrook...

- In 1965, the population of the Village was 5,357. In 1990, the population of the Village is 40,253.
- In 1971, the assessed valuation of the Village was \$32,400,490. In 1989, it was estimated at \$251,000,000.
- In 1964, the Village encompassed one square mile of land; today, it covers 11.1 square miles.
- In 1970, the average family income was \$12,593; in 1979, it had increased to \$25,493.
- In the first two years after incorporation, Bolingbrook received \$96,859.99 in revenue; by 1989, that figure had increased to \$13,000,967.
- In the first two years after incorporation, expenditures totaled \$52,039.01; in 1989, those expenditures totaled \$14,470,841.
- In 1967, the Village tax rate was 29.6 cents per \$100 in equalized assessed valuation; for the 1990 tax year, the rate is \$1.806.
- In 1979, Bolingbrook received 14.3% of the total tax bill; in 1989, the Village received 19.77%.
- Between 1965 and 1967, the Village had accumulated \$9,881.74 in general fixed assets; at the end of 1989, assets were estimated at \$80,905,140.

Bolingbrook's 25th Anniversary



On whose farm do you live?

Developers gobbled up family farms to build tract homes

THE MAP SHOWS DuPage township land holdings in 1867 — just before the first in a long list of home builders began buying up family farms and turning cornfields and pastures into subdivision tracts.

Many of the farm family names have been memorialized within the village. Parks have been named Elliott, Schrader, Erickson. The Peppertree subdivision is still referred to frequently as Drake, as is the park located there.

There is still an occasional old farmhouse left on the outskirts of Bolingbrook, but fewer and fewer as 1980-90 industrial developers move in and clear the land bought from pioneer farm families.

So, on whose farm do you now live?
Find where you live on the map.
Rt. 66 (I-55) is clearly identifiable, as is Rt. 53. Naperville Road is unlabeled, but snakes across the map from upper left to lower center and across Rt. 66 to Romeoville.

Boughton Road has no label either, but is easily picked out across the top third of the map across Sections 7-10 and then up across Section 2.

What would become Briarcliff Road can be picked out by locating Welco Corners in Sections 12-13 and tracing it west along the section line. Both the DuPage River and Lily Cache Creek are shown.

Old Bolingbrook's Colonia Village, for instance, was built on the Elliott and Schrader properties. Stanley Tuttle owned land where he later built Bolingbrook's first grocery store.

On the westside, a rudimentary Schmidt Road appears between Sections 9 and 10 and 15-16. Lily Cache Lane (formerly called 107th Street) runs under Section numbers 15-17 on the map.

The Commonwealth Edison right-of-way is clearly labeled to guide you to your westside home. As you can't miss where Clow Airport is just look for the Clow name at the corner of Boughton and Naperville roads.

How village got its name

There was never any questions about the new town would be called. There was never any controversy. There was never a vote. It was going to be "Bolingbrook."

The name was taken from the official plat maps filed by Dover Construction with the county as the builder proposed to build Westbury and later Colonial Village and Kings Park.

Someone at Dover, also known as the Woodview Construction Company, apparently wanted a British flavor to the sales pitches. They designed the very English "Mr. Dover" logo for ads and continued the theme with English sounding tract names.

No one remembers what resident grabbed the name "Bolingbrook" from the plat map and attached it to the first homeowners group, but once the Bolingbrook Homeowners Association (BHOA) was born, the name struck and was never questioned again.

Much has been made of the fact that there is a town called "Bolingbroke" in England and that is the family name of several kings (the Henry's, as in Shakespeare Prince Hal).

That may be from whence Dover borrowed the name. Otherwise, it just sounded good, suited the ad campaign to sell houses, and has no other historical significance.



MR. DOVER, the fictional Englishman who in ads lured buyers to the model homes. Perhaps Bolingbrook could have been called "Doverville"?

Ivanhoe II by Surety — 65 (1979-82)
 Innsbruck (Norwegian Woods) — 485 apartments (1971-77)
 Old Bolingbrook by Dover — 966 (1961-68)
 Pacesetter by U.S. Home — 356 (out of 427) (1977-82)
 Peppertree (Drafke) by K&B — 232 — (1975-79)
 Pinemeadow by K&B — 422 quads (1972-79)
 Robinhood Way I by Hoffman — 37 homes (out of 48) (1976)
 Robinhood Way I by Hoffman — 14 (out of 20) townhomes (1979)
 St. Andrews Woods by D.F. Hedg — 99 (out of 117) (1979-)
 Sugarbrook 1-4 by K&B — 640 (1968-73)
 Sugarbrook 5-6 by K&B — 275 (1971-74)
 Twin Creeks by Surety — 6 (out of 111) (1989-)
 (Originally were to be apartments)
 Westbury by Dover — 286 (1960-68)
 (the first tract)
 Winston Woods I by Centex — 76 (1971-74)
 Winston Woods 205 by Centex — 864 (1971-77)
 Winston Village by Centex — 649 townhomes (1971-76)
 Woodcreek by Vavrus — apartments (1973-74)

Although the 1960s created Bolingbrook with 2,300 new houses that brought some 8,000 people out to the cornfields to live, it was the 1970s that was the biggest boom decade.

All but four of the above subdivisions were built in the '70s. And when the people had filled up all those subdivisions in that decade, the population had soared to 36,000 people — quadrupling the number at the beginning of the decade.

And now, as the village marks its 25th year, there are 22 more, new home developments, either under construction or on the drawing boards, with officials estimating the population by the turn of the century to hit 50,000.

• Kaufman & Broad



**JACK
LEONARD**
1965-1966



**ROBERT
SCHANKS**
1968-1973



**THOMAS
GROSETH**
1973-1974



**PATRICIA
McDOWELL**
May, 1974-
October, 1974



**JAMES
JOHNSTON**
October, 1974-
April, 1975



**NORA
WIPFLER**
1975-1977



BOB BAILEY
1977-1981



**ED
ROSENTHAL**
1981-1985



BOB BAILEY
1985-1986



**ROGER
CLAAR**
1986-

Twenty-five years of Bolingbrook mayors

Nine different men and women have served as mayors of Bolingbrook over its 25 years, though the title, technically, is "Village President," with the term "mayor" approved as an informal designation only in recent years.

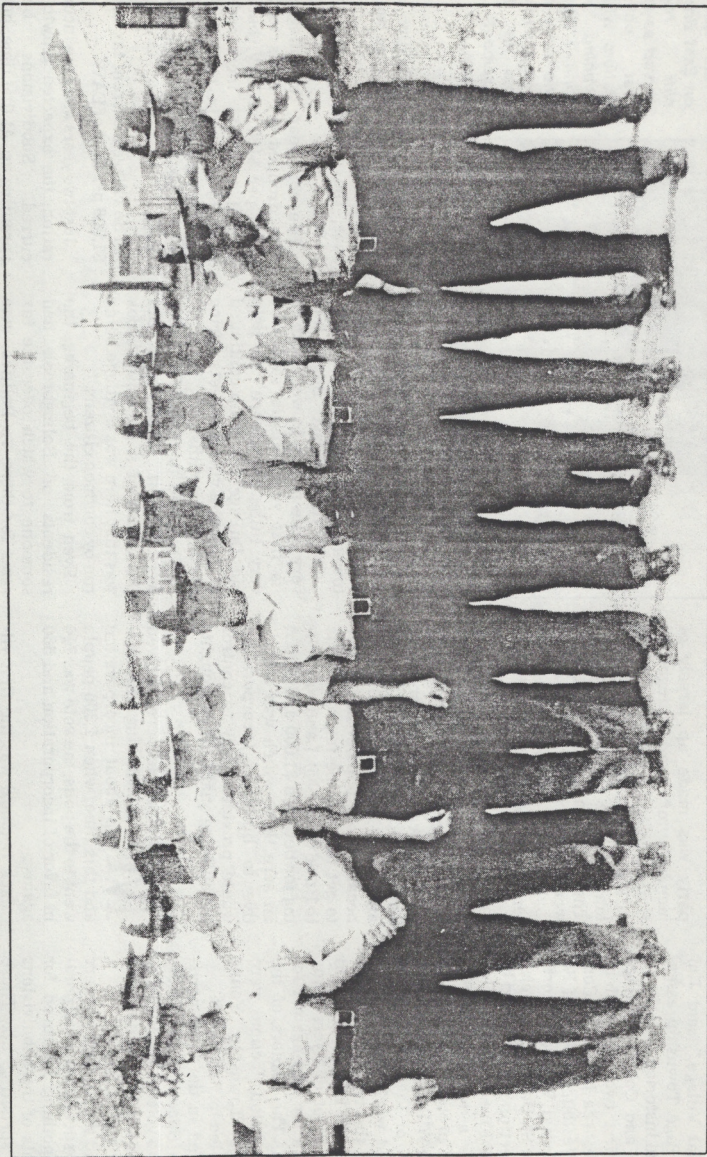
In the often tumultuous political history of the village, mayors and village trustees were often elected to one term, only to be unseated at the next election. The village was 20 years old before it would put a mayor back in office, but even then, Bob

Bailey had to wait a term between his two elections.

Current mayor Roger Claar is the only mayor so far to be elected twice consecutively.

Because of personal problems or being transferred out of town, during the years 1973-1975, four different mayors served, a couple for only a few months each.

Of the nine former mayors, only four still live in Bolingbrook: Schanks, Groseth, Wipfler and Rosenthal.



Adequate police protection was one of the driving forces behind the Incorporation effort. Before these men were sworn in

(Photos courtesy of Joanne Girard)
as Bolingbrook's first police officers, they volunteered their time to patrol the streets.

Bolingbrook born from a need for services

In a quest for better emergency services, the Village of Bolingbrook was born.

"The incorporation of Bolingbrook was led essentially by some people who were dissatisfied with the services they were receiving in the area of Westbury and Colonial Village," said Jim Bingle, DuPage Township assessor and local historian.

Westbury and Colonial Village were the first two subdivisions built in the area by Dover Construction. Westbury is west of Rt. 53 and Colonial Village is north and south of St. Dominic Church.

Fire protection was provided by the Lemont Fire District, which didn't have a local substation, and police protection was provided by the Will County Sheriff.

Residents of the two subdivisions started working toward incorporating the two subdivisions into a village in 1963. Bingle said there were a lot of flyers going around, both for and against incorporation. The leaders of the anti-incorporation faction were the DuPage Township Young Democrats, led by Red Kruck.

As reported in the local newspaper, *The Beacon*, 1,190 voters turned out to vote on the incorporation issue, which was defeated — 908 votes against 260.

Bingle said that in the two years before the successful incorporation vote, nothing improved for the residents of the subdivisions who were sprouting up. Those that said the problems of zoning matters and fire and police protection could be solved without incorporating didn't follow through with the solutions.

In 1965, there seem to have been two political parties: PEP

Bolingbrook

An Overview

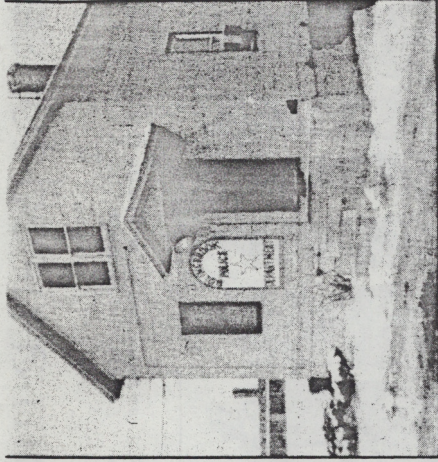
party was made up largely of members of the Bolingbrook Home Owners' Association, while CCP members were from the Colonial Village Civic Organization. The two homeowners' groups were considered rivals.

"I think (incorporation) mattered to a lot of people," Bingle said. "Most everybody was involved with one of the two homeowners groups."

He said the people knew they had to incorporate in order to have control over what happened and how it happened, as the area became more popular and easier to get to, with the improvements to Rt. 68 (now I-55). Land was selling for between \$1,000 and \$4,000 an acre then, which was attractive to builders. Incorporation would provide a way to control the building quality, they thought.

More people were involved in distributing information about incorporation and this time, when 1,300 people went to the polls, the vote was 744 in favor of incorporation and 560 against.

Jack Leonard was the first village president, leading the first board into office. All were members of the PEP Party. Leonard was sworn into office by Will County Judge Michael Orenic, and the rest of the village officers were sworn in at the first board



This house on East Briarcliff road served as the first police station. While awaiting those bonds, who were arrested served time in the basement pokey.

Following the election, Leonard said he would try to get the village to work in a united effort toward community betterment.

That first Village Board had very little money to work with in its first year, Bingle said, and very little experience. To help out, DuPage Township continued to plow the village streets during the winter months.

"They had to learn while they were doing it," Bingle said. "But the beauty of it for Bolingbrook was that here was a village being run by common citizens."

Even from the beginning, the residents of Bolingbrook had someone to watch over the tax rates for them: A. Politico, who wrote a column for *The Beacon*. Many of Politico's columns were about the tax rates, but he also tried to write columns of general interest.

The village's tax rate for 1966, which was announced in April

equalized assessed valuation, and contributed to the average overall tax rate of \$4.622. The previous year, the overall tax rate was \$4.262.

The next year, the village tax rate dropped 2.4 cents to 27.2 cents per \$100 of EAV, but the overall tax rate increased 28 cents to \$4.902. In 1968, the village tax rate increased 11.6 cents and the total tax rate jumped \$1.5 cents.

The village's current tax rate is \$1.806 per \$100 of EAV.

Just two years after the incorporation, the expected growth occurred. Subdivisions began sprouting up. At that time, homes in Colonial Village sold for between \$13,595 (\$395 down), \$83 a month) and \$14,495 (\$395 down, \$89 a month). Some of the other early builders, beside Dover, were Calsan Homes, Coffman and Broad, Hoffman and Postner,

Canine patrol among special police services

by Suzanne Tomse

See someone suspicious in the neighborhood? Want to pay a parking ticket? Want some crime prevention tips? Then the Bolingbrook Police Department is the place to go.

The Bolingbrook Police Department is located in the Bolingbrook Town Center, 375 W. Briarcliff rd. The police emergency number is 739-1811 and the non-emergency number is 739-0450. For information about crime prevention programs, call 739-0466.

The police department employs 60 officers. Since 1977, William P. Charnisky has served as the police chief. The department includes a K-9 patrol unit with two officers, two dogs, and a puppy in training.

The police department offers many special services, such as the Crime Prevention Bureau. The bureau's services are geared to the prevention of crime including programs such as bicycle safety and stranger danger or elementary school children.

The bureau also works with the Illinois State Enforcement Agency to Recover Lost Children (I-SEARCH) to provide child fingerprinting. Residents can help prevent crime and be an immediate source of help to lost or distressed children by participating in the Neighborhood Watch and Block Parent programs.

Residents can also sign-up for vacation house watch if they plan to be out of town for an extended period of time.

The police department also offers residential and corpo-

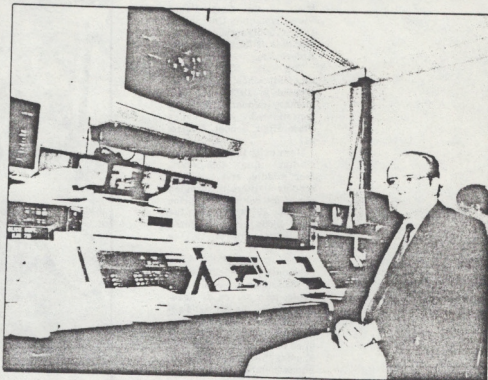
rate security surveys. Upon request, an officer will check windows, locks, lighting and landscaping and suggest ways to improve safety at a home or business.

The police department also conducts the D.A.R.E. program, to teach children about the dangers of using drugs and to promote a positive self-image.

If you've dallied too long and your car has been ticketed for overtime parking, you can pay your parking ticket by mail or in person at the police station. Payments can also be placed in the after-hours box at the station. If a person wishes to contest the ticket, he can appear in court on the scheduled date. Traffic violations may also be paid by mail or in person, unless there is a mandatory court date.

The police department has entered the computer age in the last year with a sophisticated system able to relay information to squad cars, and automatically maintain contact with the squad cars. That system is housed in the lower level of the police department, and features a color street map of the village.

Bolingbrook's police pension board is responsible for the management of funds used to provide pensions to police officers. Board members are appointed by the village president and serve two-year terms. The police pension board meets quarterly in the court room of the Bolingbrook Town Center. Members of the board are Robert Wilkerson, president; Raymond Browne, vice president; James Cressman, Daniel Gieser and Dr. Arthur Schroeder.



(Photo by Paul Klatt)

Police Chief William Charnisky in command central at the Bolingbrook Police Department.

Bolingbrook fire protection expanding its operations

by Suzanne Tomse

In 25 years, no one has died in the Village of Bolingbrook as the result of a fire. This is a record the Bolingbrook Fire Department tries to maintain everyday through fire prevention and quick response time.

Headed by Fire Chief Terry Droogan, the department is manned by 42 career and 25 paid-on-call firefighters. Sixteen staff members are certified paramedics.

Three stations serve the village, with a fourth station in the planning stages for the west side of town. Station No. 1 is located at 460 E. Briarcliff rd.; station No. 2 is located at 375 W. Lily Cache lane; station No. 3 is located at 376 E. Boughton rd. A fourth station, to be built this year, will be located just east of Naperville road and south of Boughton road.

The administrative offices are located at the Bolingbrook Town Center, 375 W. Briarcliff rd. The fire or ambulance emergency number is (708) 739-1211 and the non-emergency number is (708) 739-0440.

The fire department has a five-member arson investigation team, which determines the cause and origin of each fire incident in the village. Fire Marshal Vince Calcagno is one member of the team. Bolingbrook has had a one hundred percent conviction rate in arson cases brought to court.

The department also has a fire prevention bureau which from time to time inspects all commercial and multi-unit dwellings in the village. Upon request, the bureau will also conduct free home safety surveys.

Fire safety is the watchword of the fire prevention bureau, which conducts fire safety programs for elementary school children during fire prevention week in early October. Speakers are also available to talk about fire and other safety issues.

And any day of the week, the fire department also offers free blood pressure screenings at each station.

The Board of Fire and Police Commissioners consists of five appointed members, serving three-year terms. The commission meets on the

first and third Monday of each month at 7 p.m. in the courtroom of the Town Center.

The Firemen's Pension Board consists of nine appointed members, serving three-year terms. This board meets on a quarterly basis at 3:30 p.m. in the lower level conference room of village hall.

Bolingbrook currently is in the process of planning and implementing enhanced 9-1-1 emergency telephone service. Fifteen residents make up the 9-1-1 authority board, which is responsible for getting the program underway.

Growth slows for Valley View School District

by Jane Laiugas

One of the largest unit districts in the state, Valley View Community Unit School District 385U serves the communities of Bolingbrook and Romeoville.

The Valley View Community Unit School District was created in 1972 when Elementary School District 96 consolidated with Valley View High School District 211.

Many of its 15 schools—including nine elementary, four middle, and two high schools—literally sprouted out of the corn fields during the late 1960s and into the early 1980s, a time of rapid residential growth in the area.

Built in 1954, Valley View Elementary School, located at 755 Luther drive in Romeoville, now serves as headquarters for the district's administrative operations. The Administrative Center is open from 8 a.m. to 4:30 p.m., Monday through Friday. The phone number is (815) 886-2700.

School Superintendent Harry J. Hayes runs the local educational system, a position he has held for seven years. Other top administrators include Paul Swinford, the treasurer/business administrator, John J. Lukancic, the district's personnel administrator, and Ronald Strahanowski, Valley View's business administrator.

The seven-member Valley View School Board sets policy for the school district. Board members are elected to four-year terms in general elections held in November. Current members are Richard J. Kavanagh, president, whose term expires in 1993; Elizabeth A. Erickson, vice president, whose term expires in 1991; Madeline A. Jasewsky, secretary, whose term expires in 1993; Kristin Hayes, whose term expires in 1991; John Jarecki Jr., whose term expires in 1993; Carroll R. Jones, whose term expires in 1993; and A. Vito Martinez, whose term expires in 1991.

When school opened last fall for the 1989-90 school year, a total of 11,777 students were registered for classes. Four years earlier, student enrollment peaked at 13,560. Although residential development is again on the rise, school officials anticipate the student population may drop over the next few years.

Students in grades 9-12 attend one of two high schools in the district: Everett Green is principal of Bolingbrook High School, located at 350 Blair lane. The phone number there is (708) 759-6400.

David Carlson is principal of Romeoville High School, 100 N. Independence. The phone number is (815) 886-1800.

Students in grades 6-8 attend one of four middle schools. Three schools are located in Bolingbrook, and one in Romeoville.

They are:

• Jane Addams Middle School, located at 905 Lily Cache lane, Bolingbrook. Principal Otha Lang, (708) 759-7200.

• Bernard J. Ward Middle School, located at 520 Recreation drive, Bolingbrook. Principal Ron Krause, (708)

• Hubert H. Humphrey Middle School, located at 777 Falcon Ridge way, Bolingbrook. Principal Gary Catalani, (708) 972-9240.

• West View Middle School, 590 Belmont drive, Romeoville. Principal Nick Friend, (815) 886-6100.

Two of the nine elementary schools are located in Romeoville. They are:

• Robert C. Hill, 616 Dalhart. William Jenkins is principal at Robert C. Hill, the largest

of the elementary schools. Phone number: (815) 886-4343.

• Irene King School, 301 Eaton ave. James Crowl is principal. Phone number: (815) 886-3380.

The Bolingbrook elementary schools include

• Brook View School, 520 Gary drive, (708) 739-7155, Principal Paul Mikulicik

• Independence School, 230 Orchard drive, (708) 759-7282, Principal Edward Carli

• North View School, 151 E. Briarcliff rd., (708) 739-5401, Principal William Ziekle

• Oak View School, 150 N. Schmidt rd., (708) 759-9300, Principal Gary Woolwine

• Jonas Salk School, 500 King Arthur way, (708) 739-3603, Principal Margo Sorrick

• Wood View School, 187 Winston drive, (708) 739-0185, Principal Dorothy Senese

• Jamie McGee School, 179 Commonwealth drive, (708) 759-4000, Principal Michael Zolecki.

The Valley View School District offers regular and special education classes, as well as challenge classes, an accelerated program for elementary students, a bilingual program, and a program

for autistic children.

The Wilco Area Career Center, located on Hopkins road in Romeoville, serves five Will County school districts, including Valley View. High school students attend either morning or afternoon sessions at the center, which offers courses and vocational training in a variety of fields, including horticulture, auto mechanics, food service, information processing, cable equipment installation and repair, and more. The director of the vocational training center is Roger Clear. The phone number is (815) 886-6941.



North View Elementary School, Bolingbrook's first school, actually opened before the Village was incorporated. At the end of the 1988-1989 school year, North View staff members marked the 25th anniversary of the school with cake, which they shared with the student body.

• Schools

Fountaindale libraries serve variety of needs

by Jane Lalugas

Long before the first brick was laid, the Fountaindale Library District began building the cornerstone of service and selection that keeps people coming back for more.

Surveys conducted by the Romeoville Jaycees in the late 1960s showed what people who moved to the suburbs missed most were libraries. A library referendum passed in December 1969, and less than two years later, the Fountaindale Library District opened its doors in a room at Park View School, now Robert C. Hill School, next door to where the Romeoville branch was built in June 1975.

That library, located at 201 Normantown drive, was followed three months later by one in Bolingbrook, located at 300 W. Briarcliff road.

"Brick for brick, they are identical buildings," said Alex Todd, who succeeded Helen Haney as library director in 1978. Todd said as far as he knows, Fountaindale was the first library district in the state to build two equal-size buildings for its patrons.

Today, these libraries serve 50,407 residents in Bolingbrook, Romeoville, and unincorporated DuPage Township. About 42% of the residents are registered borrowers, and Todd said he'd like to see that number climb even higher.

"We have a friendly, competent staff who can get you whatever you want to know," said Todd.

The library district has a staff of 83 full- and part-time employees. The libraries are open from 9 a.m. to 9 p.m. Monday through Thursday, 9 a.m. to 5 p.m. Friday and Saturday, and 1 to 5 p.m. on Sunday.

Ralph Johnson, head librarian in Bolingbrook, has been on the job for three years. His Romeoville counterpart, Nancy Hackett, has been head librarian for 10 years. Karen Anderson serves as deputy library director.

The libraries offer a combined circulation of more than 176,000 books, magazines and reference materials. A member of the Bur Oak

System, a nationwide network of public libraries, Fountaindale has access to an even larger number of titles.

"If people don't find what they want, just ask and we'll get it. If the book exists, we will get it," said Todd, adding that 95% of the requested materials are found in the Bur Oak System, most of the time within Illinois. He said the local branches house extensive business and personal health and medicine collections for the Bur Oak System.

Books are by far the people's choice when it comes to library services, Todd said. Last year alone, patrons checked out more than 451,000 books.

"User surveys still indicated people want us to buy more books. People still relate libraries to books. The rest is icing on the cake," Todd said.

In addition to books, patrons can check out art prints, records and tapes, talking books, Polaroid cameras, and educational videos, including Public Broadcasting System series such as Nova. Local and other newspapers are kept on microfilm as well as magazines. Phone directories from across the country are also on file and updated annually. College catalogues are available. The libraries also offer an after-hours Night Owl reference service and photo copy services.

The meeting rooms at both branches are open for public use at no charge, although there are some restrictions. The rooms cannot be used for partisan meetings, church services, or social functions such as weddings.

The libraries operate on a \$2.8 million budget, funded

primarily through local property taxes. Like other governmental bodies in Bolingbrook and Romeoville, Fountaindale is a separate taxing district.

The Fountaindale Library Board sets policy and approves expenditures. The seven-member board meets once a month, at 7:30 p.m. on the second Thursday of the month. The meetings are held alternately at the two branches.

The trustees are elected to six-year terms. General elections are held in April. Currently, Hilary Rosenthal serves as library board president. The other library trustees include Ruth Newell, who serves as treasurer, Mary Kay Smith, library board secretary, and Sheri Beckford, Ken Hermansen, Anna W. Standifer and Yvette Woell.

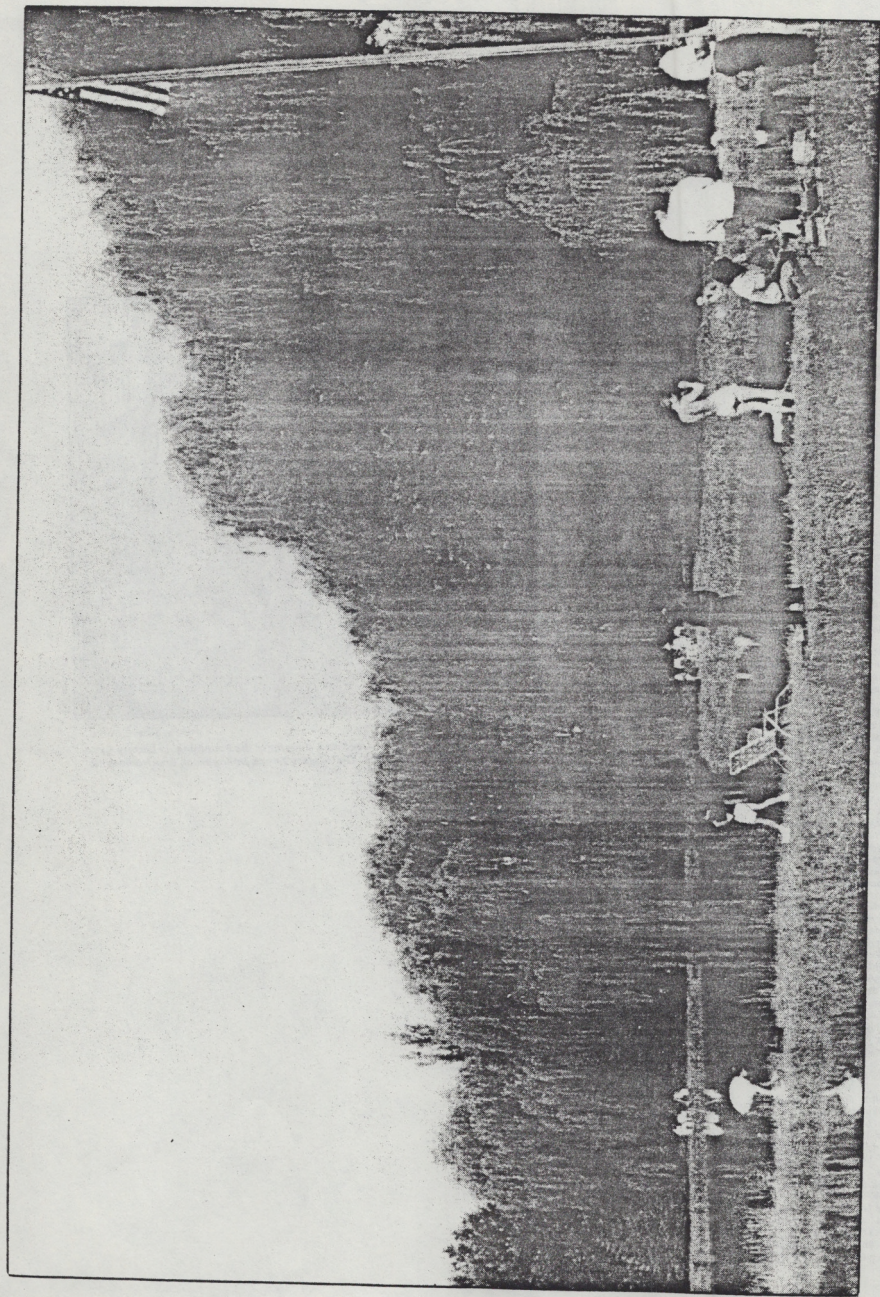
Mrs. Rosenthal was instrumental in organizing the Friends of Fountaindale, a volunteer citizens group started in 1980. The group, headed by Barb Pardol, holds annual book sales which help fund scholarships and summer programs offered for children.

For more information, call the Bolingbrook branch at (708) 759-2102 or the Romeoville branch at (815) 886-2030.



(Photo by James C. Svehla)

Alex Todd, director of the Fountaindale Library System. The system serves Bolingbrook and Romeoville



Hidden Lakes Historic Trout Farm, which opened in May of 1989, provides a peaceful retreat for Boltingbrook residents.

Giving the residents a place to play

From sports to art and dance, Bolingbrook parks have it all

by Suzanne Tomsa

Racquetball, swimming, volleyball, aerobics, arts and crafts, dance lessons, cooking classes, wine tasting. Whatever the sport or hobby, the Bolingbrook Park District offers a wide variety of activities to residents.

The Bolingbrook Park District is located at the Annerino Community Center, 201 Recreation dr. The community center is open Monday through Friday, 9 a.m. to 10 p.m. and on Saturday from 9 a.m. to 5 p.m. Administrative office hours are Monday through Friday, 9 a.m. to 5 p.m. The phone number is 739-0272.

Some important people to get to know at the park district include Ray Ochromowicz, director of parks and recreation; Vince Castellano, superintendent of recreation; David L. Bryden, superintendent of revenue facilities; and James S. Patula, superintendent of parks.

For those who like to swim or who want to ride the rapid surf, the park district offers the Bolingbrook Aquatic Center, 180 S. Canterbury. The aquatic center is the first indoor wave pool in the United States and offers many activities for water lovers. The pool provides swimming lessons for people of all ages, as well as aquarobics, lap swimming, kayaking and scuba diving.

General swim times are Monday through Friday, 5 to 8 p.m. and Saturdays and Sundays from noon to 8 p.m. The phone number is 75-WAYES. Allen Pell is the manager of the wave pool.

Those wanting to stay trim and fit can use the facilities at the park district's Bolingbrook Health and Racquet Club, 203 Recreation dr. The health club features weight lifting equipment, racquet-

ball, wallyball, aerobics, tannas used a whirlpool. Residents can try out the club with a monthly membership for \$34. The phone number is 739-5304. Anne Hart manages the health club.

For the Arnold Palmer types, the Boughton Ridge Golf course, 335 E. Boughton rd., is the place to go in Bolingbrook. This 9-hole course offers "if lessons, tournaments and leagues as well as the 10th Hole Pub, where beverages and snacks are available. The phone number is 739-4100. The golf course is managed by Bert Davis.

The Hidden Lakes Historic Trout Farm, 475 Trout Farm rd., is an excellent choice for nature lovers and fishermen. The trout farm is open from Memorial Day to Labor Day, 5 a.m. to dusk. In addition to fishing, the trout farm offers special nature programs for children at the Hidden Lakes Learning Center. Residents can join the Friends of Hidden Lakes, which is group of volunteers who help maintain the park.

While many of the park district programs are held at the Amerino Community Center, events and activities for senior citizens are held at the Deatherage/Drak Center, 236 E. Briarcliff. The senior center is open Monday through Friday, 9 a.m. to 5 p.m.

The park district offers both large parks with recreational facilities as well as smaller neighborhood parks. Some of the larger parks include Central Park, at 291 Recreation drive, Indian Boundary Park, at Boughton road, north of the Woodleaf subdivision; and Winston Woods, across from Wood View School.

Central Park is 77 acres and offers such amenities as playgrounds, tennis courts,

basketball courts, baseball, football and soccer fields, ice skating rinks, a fitness trail, picnic area and a shelter.

The 35-acre Indian Boundary Park has playgrounds, baseball fields, soccer fields, ice skating rinks, a picnic area, shelter, restrooms and a nature trail.

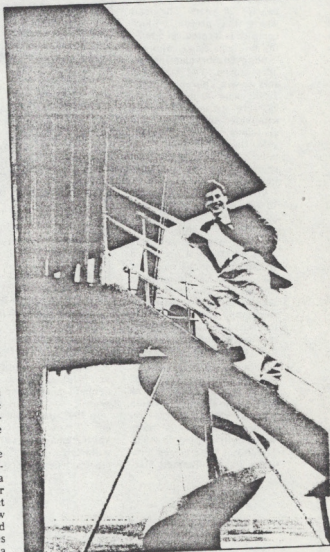
Winston Woods is a 35-acre park with playgrounds, ice skating rinks, a picnic area, shelter, and a nature trail.

The park district is currently planning several long-term projects including a nine-acre park near the Indian Boundary subdivision, just west of O'Leary Airport and the future development of bike and hiking trails along the DuPage River Greenway. More than 29 municipalities and park districts in DuPage and Will counties are working towards creating these paths along the river.

Another project in the planning stages is the development of a wetland area known as James Marsh, near James avenue. Park district officials are researching how the wetlands might be used for recreational purposes while still keeping the area in its natural state.

The park district boundaries lie mainly within the village of Bolingbrook. In general, the boundaries reach the Will County line to the northeast, run along the east branch of the DuPage River to the west, run south from 1-355 to 1-55 to Joliet road on the east side of town, extend south past 1-55 to the Romeoville border on the south, and extend west to Indian Boundary Park.

The elected Park District Board of Commissioners oversees the park district activities. The board meets on the third Thursday of each month with a workshop at 7 p.m. and a board meeting at 8 p.m. at the Annerino Community Center.



(Photo by James C. Svehia)

Ray Ochromowicz, director of parks and recreation in Bolingbrook, tries out some of the new playground equipment.

The current board includes Jerry Hix, president; John E. Dik, vice president; Al Traczek, secretary; Bill Werth, treasurer; Alan Deatherage, commissioner. All but Deatherage are serving four-year terms. Deatherage is serving the remaining two years of a previous commissioner's term. The terms of Hix, Traczek and Deatherage expire in 1991, the terms of Dik and Werth expire in 1993.

Romeoville's farms turn to houses, business

by Karen Kaegebein

The Village of Romeoville was incorporated more than 150 years ago, but it remained primarily a farming community until the early 1950s.

Romeoville Village Hall is located at 13 Montrose drive, where the modern-day village started to grow.

Originally called Romeo, the Village was incorporated in September, 1835, with only a few hundred residents. Accounts claim the village was platted with the hopes of becoming a rival twin city to Juliet, which is now Joliet. The name was changed to Romeoville in January, 1895, when the village was incorporated a second time.

Life remained relatively the same in the village for nearly 120 years. The land where the present village complex is located used to be the Williams Farm, where it is believed Abraham Lincoln once stayed. The farm was sold to Sig Thoresen in the 1950s, who accumulated a 223-acre parcel. Thoresen subdivided the land for single family homes and in July, 1958, the first building permits were issued for the project, called Hampton Park.

Village officials estimate 16,000 people call Romeoville home. The village is governed by a village president and six trustees, who meet on the first and third Wednesdays of the month at 7:30 p.m. to handle business items. The second and fourth Wednesdays are set aside for workshop sessions, where the board is able to discuss possible courses of action on different matters.

Village President John E. Strobe chairs the meetings, which are broadcast on the Romeoville Cable Television channel. Strobe was re-elected to a second term, which will expire in 1993. The terms of trustees Prudence Pukula, Emmett Mar-



The Village of Romeoville was first settled more than 150 years ago, but it didn't grow much until the 1950s.

tin and Robert Stoppenbach and Village Clerk Robert Schneider also expire that year.

In 1991, the terms of trustees Frank Lauro, Frank Valderrama and Carl Rosa will expire.

Each trustee serves on a

board committee. The committees, in turn, make reports to the Village Board.

The Planning Commission reviews proposed developments and makes recommendations to the Village Board. Commission chairman is Tom Surinak; commission

members are Ken Hermansen, Jan Sanchez, Art Miller, Kathy Carter, Lila Ryder and John Sergeant. They base their decisions on reports prepared by Village Planner Bill Warren.

The directions of the Village Board are given to the

staff and carried out by Village Manager Linda Lindquist.

The Public Works Department, headed by Bill Taylor, has about 35 employees who are responsible for plowing and repairing approximately 45 miles of streets, maintaining buildings and grounds of municipal buildings, monitoring the waste treatment plant, the motor pool and the water and sewage collection systems.

Streets are swept about four times a year in the warmer months and fire hydrant flushing is also done in the warmer months. Residents are notified by cable television and also in the newspapers when the hydrants in their area will be flushed.

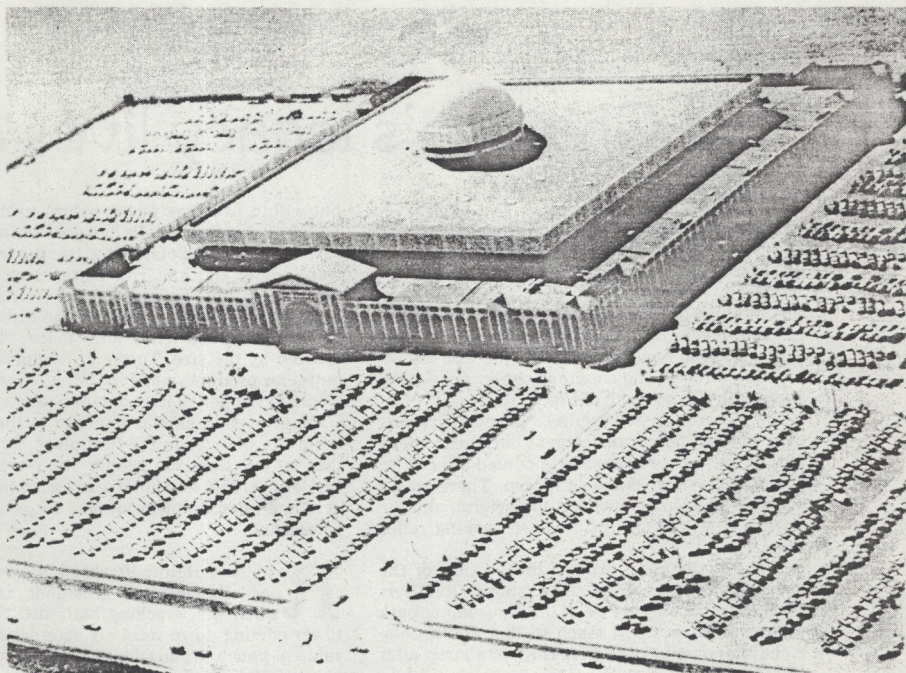
All residents need to have vehicle stickers, which go on sale June 1 of each year. Sticker price is \$25, but if purchased by June 30, a discount of \$15 applies. Senior citizens can purchase one vehicle sticker for 50 cents and any others needed at the full price.

Senior citizens can also get a 20% discount on their water and sewer bills, as long as the service is registered in their name. Those bills, as well as garbage service bills, can be paid at Village Hall.

Permits for garage sales are required and cost \$1, and required animal tags for dogs and cats are \$4. Other services available there include applications for handicapped license plates and voter registration.

A curfew for children under 18 years of age is enforced. Unless accompanied by an adult, youths need to be home by 10:30 p.m. Sunday through Thursday, and by 11:30 p.m. on Friday and Saturday.

Village Hall is on Montrose drive, just off Rt. 53, and is open from 8:30 a.m. to 4:30 p.m. The phone number is (815) 886-7200.



When it first opened, Old Chicago drew visitors from all over the area who were intrigued by the idea of an indoor amusement park surrounded by shops. Once the novelty wore off, the crowds thinned and the center struggled to remain in operation.

Old Chicago's legacy lives on

Fountaindale Public Library District
300 West Briarcliff Road
Bolingbrook, Illinois 60440
(708) 759-2102

Old Chicago's legacy lives on

by Suzanne Tomse

Perhaps no symbol of Bolingbrook over the past 25 years has been as endearing, as enduring, as controversial as Old Chicago.

Fifteen years ago, a woman in turn of the century clothing danced atop the dome of Old Chicago. Today, cars roll in and out of the Arena Auto Auction which now stands where the well-known amusement park and shopping center once stood west of Rt. 53 and south of I-55.

The massive domed facility's primary drawing card was an indoor amusement park, with many of the rides restored from or modeled after rides at the Riverview Park in Chicago. There was a midway, an area for live acts to perform, and the world's first indoor, upside-down looping roller coaster.

At the main level, around the outside of the amusement area, were small shops. Retailers were counting on the lure of the amusement park to draw customers, so much so that South Commons Mall opened right across Rt. 53 shortly after Old Chicago.

But the fun soon went out of the amusement park. Old Chicago closed in 1981 after six years of operating with few customers and high costs. When the operation went bankrupt, the Village made aggressive attempts to find a buyer and a new use for the property. Despite nearly 20 options for the site including a factory-direct outlet mall, a gambling casino, and a hospital, the efforts of village officials turned up fruitless and the building was demolished in 1986. South Commons Mall also closed, and remains boarded up today.

John Annerino, chairman of the Will County Board at the time, spent several months trying to find a buyer for the Old Chicago site. In 1986, he took a Will County trade delegation to the Liaoyang Province, on mainland China near Mongolia, on a 10-day trip to negotiate the purchase of the property with the top government officials of the Province.

He said he had negotiated a price of \$3 million,

but within two days of his return to the United States, the wrecking balls had gone to work.

The Chinese had planned to use the facility as a trade center and Annerino believes it could have become an international trade center. "They liked the building," he said of the Chinese delegation that visited Will County twice. "They were amazed by the size. To them, it represented an outlet for products made in China. They probably would have opened it up to other countries."

Annerino said he was opposed to the plans to build Old Chicago in the first place, but believes that "at that time, the people who were in power (in Bolingbrook) thought it was a good idea. It was at a time when Bolingbrook was desperate for development."

Rosemary Heintz Przybylski, former Chamber of Commerce president, remembers when the wrecking balls hit. "I saw the tower coming down from my shop window," she said. A bench from Old Chicago found a new home in Mrs. Przybylski's living room.

Mrs. Przybylski was a village trustee when the Village Board considered the fate of Old Chicago. She said the decision to tear the building down was a difficult one for village officials. "We finally learned the land was worth more with the building leveled, than up," she said.

Because Old Chicago was considered a landmark in Bolingbrook, many people thought the Village would die when it did. "We had all our eggs placed in one nest. Many people thought the town had failed," Mrs. Przybylski said.

About three years after the demolition of Old Chicago, Arena Auto Auction moved its operation from the south side of Chicago to the south side of Bolingbrook. Opening day on the auction block was Jan. 2, 1989, and since then the business has sold more than 65,000 cars.

And the two huge stone lions which guarded the entrance to Old Chicago were later acquired by automobile dealer Joe Levy for use at one of his dealerships.

Burgeoning Bolingbrook gets its wish—it has own ZIP code

By Christi Parsons

Bolingbrook residents are going to get the new ZIP code their village leaders have been requesting for more than a year, and local officials expect the 60440 designation to speed mail sorting as soon as it goes into effect July 1.

Federal postal officials notified regional headquarters Monday that they had approved the village's request for a ZIP code separate from the 60439 it has always shared with neighboring Lemont, said Dale Johnson, a regional program analyst for the Postal Service.

Local postal workers were to be notified of the approval and terms of the ZIP code change Tuesday morning, when regional officials planned to send the approved package to the Bolingbrook post office, Johnson said.

Bolingbrook and Lemont Postmaster Tom Huckaba will have

six months to implement the new code, which he said would cut the individual mail sorters' work by at least one-third.

"The ZIP code change would 'streamline the distribution process,'" Huckaba said.

Sorters would only have to separate the daily bulk of 220,000 pieces of mail into the individual delivery routes instead of first dividing it between the two cities, he said. A third of the current incoming mail must be diverted to Lemont.

Under the current system, "We're losing productivity and cost effectiveness," Huckaba said, who had not yet seen the terms of the approved package.

Village leaders have argued that the change will enable the post office to accommodate more incoming mail as the booming village's residential areas and commercial developments con-

tinue to grow.

It will also ease the transition to fully automated mail sorting, a 1995 goal of the U.S. Postal Service, according to Huckaba.

Village Mayor Roger Claar has been among the most vocal proponents of the change, saying a municipality with a population of 40,000 and a projected steady increase in population deserves its own ZIP code. When the Postal Service did not approve the original request for the code change, Claar asked Rep. Harris Fawell (R-Ill.) to write a letter of support.

"In this case, we saw a real need for it," Fawell aide Jane Motl said. The congressman's office got word Friday that the package had been approved at the federal level, Motl said.

The approved package was forwarded to the regional office for review before local authorities were notified.

by Suzanne Tomase

This year, Bolingbrook residents will sing happy birthday to themselves as the village celebrates 25 years of incorporation in October.

In comparison to neighboring Romeoville, Bolingbrook is a young community. Romeoville was incorporated for a second time in 1895, while Bolingbrook was first incorporated in 1965.

The history of the area begins in March 1832 when Captain John Barber and his family traveled from Vermont to DuPage Township. Barber staked his claim on 211 acres on the east side of Rt. 53, running from Barbers Corners road up to Winston Village.

The first homes in the village were built by the Dover Development Company in an area now called "Old Bolingbrook." Westbury Subdivision was the first subdivision and, according to legend, Dover loved English history. Thus, advertisements for the homes featured a little man in a bowler-type hat and English topcoat. The ads urged people to purchase a home in Westbury, King's Park and Colonial Village. These subdivisions featured street names like Briarcliff, Oxford, Fleetwood and Avondale, streets which exist today.

People believe the name Bolingbrook is a derivative of "Bolingroke," taken from the plays of William Shakespeare which relate to the history of King Henry IV who was the Earl of Bolingroke.

Bolingbrook is governed by Village President Roger Claar and trustees Donald Alcott, Peggy Danhof, Robert Fagust, Wayne McMillan, James Meyer and Mark Stanich and Village Clerk Carol Penning. The village president, trustees and clerk are elected to four-year terms. The terms of Claar, Alcott, Mrs. Danhof, Faust and Mrs.



to April 1993. The terms of McMillan, Meyer and Stanich will expire in April, 1991.

The Village Plan Commission is made up of nine appointed members who serve two-year terms. Members include Chairman Gretchen

Andrew Sztatowski, and Commissioners Stanley Bucko, William Howard, Daniel Payne, Mary Rennels, Robert Storrs, Michael Lawler and James Hatfield.

Village Board meetings are

fourth Tuesday of each month at 8 p.m. in the board room of the Bolingbrook Town Center, 375 W. Briarcliff rd. Plan Commission meetings are held on the second, third and fourth Wednesdays at 8 p.m. in the

The Zoning Board of Appeals, made up of seven appointed members, meets on the fourth Thursday in the board room.

Other commissions include the Beautification Commission, consisting of 10 members, and the Civic and Cultural Affairs Commission, consisting of 20 members.

The Village Board has committees for public safety, public works, land use and finance as well as the local development corporation committee.

A special Silver Jubilee Committee has been meeting on the first and third Tuesday each month to plan for the village Meeting begin at 7:30 p.m. in the executive conference room of village hall.

The Bolingbrook Local Development Corporation helps to attract development to the village. Steve Schau serves as executive director. The phone number is 759-0450.

Village Hall is located in the Bolingbrook Town Center, 375 W. Briarcliff road. Office hours are Monday through Friday from 8 a.m. to 5 p.m., Tuesday from 8 a.m. to 8 p.m., and Saturday 9 a.m. to 12:30 p.m. The phone number is 759-0400.

The staff at Village Hall includes Village Manager Gordon Braun; Assistant Village Manager Michael Stern; Director of Public Works Joe Euclide; Planners Charles Wunder and Mary Miller. Some important phone numbers are:

Animal control 759-0469
Building permits 759-0435
Community development 759-0430
Finance department 759-0420
Ordinance enforcement 759-0433
Public Works and engineering 759-0480

- 1674 Mount Juliet listed on Marquette's Journal Map
- 1778 Only one permanent settler listed in Chicago
- 1794 Indian Boundary Lines set up. (Bolingbrook is just inside the safe area.)
 Battle of Fallen Timbers
 Treaty of Greenville (Ceded to the U.S. Chicago lands and "Safe Passage" from Chicago to the Illinois River, and down the Illinois the Mississippi.)
- 1795 Jay Treaty (British left their forts along the great-lakes.)
- 1796 Pinckney's Treaty. (Spain granted the U.S. free navigation along the Mississippi.)
- 1800 French trappers arrived along the Du Page.
- 1803 Louisiana Purchase. (Land bought from France for \$11,250,000 and the cancellation of France's debt.)
 Fort Dearborn was established at Chicago.
- 1812 Fort Dearborn Massacre took place. Sugar Maple born
- 1816 The United Tribes of Ottawa, Chippewa, and Potawatomi ceded the route of the I and M Canal to the U.S.
- 1818 Illinois admitted to the Union.
- 1821-22 Areas first land survey.
- 1822 Congress authorized the building of the I and M Canal.
- 1826 Spanish fur traders lived along the Du Page River in Plainfield

- 1814 Mount Juliet, later on Manchester Journal, N.Y.
- 1815 Only one permanent settler listed in Chicago
- 1816 Indian Boundary Line set up (Saginaw to Lake Michigan and Lake Huron)
- 1817 Battle of Fallen Timbers
- 1818 Treaty of Greenville, ceded to the U.S. the Chicago lands and Indian Passes, from Chicago to the Illinois River and down the Illinois River
- 1819 Jay Treaty (Spain told them that along the great lakes)
- 1820 Pickens Treaty (Spain granted the U.S. free navigation along the Missouri River)
- 1821 French trappers arrived along the Missouri River
- 1822 American Fur Company (first agent was James W. Wadsworth and the company was in Chicago)
- 1823 Fort Dearborn was established at Chicago
- 1824 and 1825 American Fur Company took place in Chicago
- 1826 The United States of America celebrated the centennial of its independence
- 1827 I think admitted to the Union
- 1828 James Fort land survey
- 1829 Congress authorized the building of the Grand Staircase
- 1830 Settlers started living along the banks of the Mississippi

- 1830 Steven Willard, the first permanent white settler arrived in this area. Scott Settlement was formed by General Scott. It was named after him. Ralph Stowell and Pierce Howley worked as laborers for the early settlers.
- 1831 Robert Strong was appointed School Treasurer for a salary of \$10.00 for the first ten years. Horace Boardman settled off of Royce Road where he purchased 248 acres of land Cook County was first organized. (It included Cook, Lake, McHenry, Du Page, Will, Kankakee, and Iroquois Counties.)
- 1832 Captain Harry Boardman set land aside for a Community Burial Ground. John Barber came to the area of Rt. 53 and Oldfield Road. (Boughton Road.) Josiah Giddings School was built. (It was the first school built in the Cook County District #1.) Will County residents took shelter at Fort Payne during the Black Hawk War. (It is now North Central College's Fort Hill Campus.) Battle of Bad Axe ended the Black Hawk War.
- 1833 Austin Godfrey arrived from New York. He purchased 675 acres, part in Du Page and part in Will Counties. Du Page Presbyterian Church organized. (The Church property was paid for at a cost of one peppercorn per year.)
- 1834 Tuliet was formed as a Community.

1850 Stephen Williams, the first permanent white

settler, arrived in the area.
Point Settlement was founded by General
Ralph Shaw and Peter Henry, worked as
laborers for the early settlers.

1851 Robert Gray was appointed school teacher
for a salary of \$100 per year for the first
year.

Thomas Boone, settled in 1851, began the
first school. He was paid \$100 per year.
Coke County was first organized in 1852.
Coke, Ga., (now, Macon, Ga.) was the
first school built in the county.

1852 Captain Harry Goodman and land under the
Community School System.

John Carter came to the area in 1852.
and Oldfield Road (Baptist Church).
First school built in the county.
District #1.

Will Carter, teacher, took school at Point
during the Black Hawk War (1811-1812).
a new school building built in the county.
(1811-1812).

Battle of Gettysburg ended the Black Hawk War.

1853 Andrew Gooden arrived from New York. He
taught at the school, built a building.
first in Will County.

1854 First Baptist Church organized. (1854)
Church was built in 1854.
first of the denomination in the county.

1855 First Baptist Church organized. (1855)
Church was built in 1855.
first of the denomination in the county.

- 1835 Franklin E Barber established and opened his milk and cheese factory.
Abner Royce purchased 985 acres of land along Royce Road. (He lived there until 1863, where he died at the age of 83 yrs.)
Jonathon Royce purchased 500 acres of land. (In 1878 his land was valued at \$40,000.)
- 1836 I & M Canal construction was begun, in Lockport. (It was still Cook County.)
Will County was formed, and it separated from Cook County.
- 1837 Second land survey was made.
- 1838 Thomas J. Sprague arrives in the Du Page township area. (He purchased 590 acres, valued in 1878 at \$30,000.)
- 1839 Du Page County formed.
Barbers Corners voted not to join Du Page County, (The vote was 145-144.)
- 1840 Ward's saw mill was built.
- 1843 Robert Goudt purchased 100 improved acres valued at \$7,000.00 at the time.
- 1845 S.R. Rathbun was elected the first Deputy Sheriff and Constable.
Joliet was renamed Joliet by the state legislature.
- 1846 Thomas Williams was appointed the first School Director and Trustee.
Harry Boardman operated the first McCormick

- 1835 Franklin & Barker established and opened his
milk and cheese factory
Adair Road purchased 125 acres of land near
Lake Road (the land then owned by
he was at the age of 23 yrs)
Franklin first purchased and owned 1/2 (1835)
which the land was valued at \$2000.
- 1836 L.M. Cant construction was begun in Lawrence, KS
was still Cook County
Will County was formed, and it separated from
Cook County.
- 1837 Second land survey was made.
- 1838 Thomas A. Sprague arrived in the DuPage township
and (he purchased 250 acres near 1838 at
\$10000).
- 1839 Cook County formed.
DuPage County later set to join DuPage County.
(Chicago was 1837-1840).
- 1840 Warburton saw mill was built.
- 1841 Robert Cant purchased 100 improved acres near
at DuPage at the time.
- 1842 S.R. Rathbun was elected the first DuPage Sheriff
and Constable.
John was removed from the office.
Lawrence.
- 1843 Thomas Williams was appointed the first school
Director and teacher.
Henry Smithman operated the first gristmill.

- 1846 Boardman Cemetery deeded to Will County.
- 1846 I-M Canal opened to navigation.
- 1850 Du Page Township created, John Miller was elected supervisor. (The population was 730, natives were not counted.)
- 1853 The First Presbyterian Church of Du Page's structure was built.
- 1857 William King started a tile and brick yard. This factory was additional to his 360 acre farm.
- 1859 Jonas Walker arrived in the area. He purchased 250 acres in Will County and 18 acres in Iroquois County.
- 1862 Sylvester Ward opened a cheese factory 4 miles north of Lockport.
- 1869 George Dixon moves into the area where he owned 160 acres of land.
- 1870 Census taken with new accounts as follows:
(Total population 1940; 810 native Americans; 1170 cows; 2 Post Offices.)
- 1872 Du Page Township School figures; 11 schools districts; 22 teachers; 10 school houses; 375 pupils.)
- 1873 Y.M.C.A. organized in Du Page Township.
- 1874 S.J. White engaged in farming, stock raising, buying and shipping.

- 1870 De la Cruz Cemetery located in Will County.
- 1870 J.M. Canal opened to navigation.
- 1870 De la Cruz Township created by John Miller and elected supervisor (The population was 159, figures were not counted).
- 1870 The First Presbyterian Church of De la Cruz structure was built.
- 1870 William King started a tile and brick yard. This factory was additional to his 300 acre farm.
- 1870 James Walker arrived in the area. He purchased 254 acres in Will County and 12 acres in Itasca County.
- 1870 Sylvester Ward owned a cheese factory 1/2 mile north of Rockport.
- 1870 George Timmons moved into the area where he owned 100 acres of land.
- 1870 Census taken with new schedule as follows: (Total population 1870 1,000 after adjustment 1,070 Cook & Post Office).
- 1870 De la Cruz Township School District 11 School District as shown in school houses & records.
- 1870 A.M.C. organized in De la Cruz Township.
- 1870 White engaged in farming stock raising and selling.

- 1878 Assessors Report for Du Page Township: 5212 acres of corn; 42 acres of spring wheat; 3624 acres of oats; 35 acres of rye; 3 acres of buckwheat; 108 acres of Irish potatoes 266 acres of apple orchards.
Col. Smith's Junction Post Office established.
- 1895 Romeo City renamed Romeoville.
- 1927 Last recorded burial in Boardman Cemetery.
- 1933 I & M Canal officially closed to navigation.
- 1953 The First Valley View Elementary District was formed.
- 1960 First Tract Homes begun in Bolingbrook by Dover Construction.
- 1962 First vote for the election of incorporation. It did not pass.
- 1963 Church of the Nazarene erected.
- 1964 Totura's opens - first grocery store.
Fire Station #1 was built as a part of the Lemont Fire Protection District.
North View School opens.
- 1965 Bolingbrook is incorporated at a vote of 744-560 on Sept. 25th.
- 1966 First Volunteer Police started.
- 1967 Beaconsridge constructed.
- 1968 First full time police hired.

- 1878 - 1880 - 1882 - 1884 - 1886 - 1888 - 1890 - 1892 - 1894 - 1896 - 1898 - 1900 - 1902 - 1904 - 1906 - 1908 - 1910 - 1912 - 1914 - 1916 - 1918 - 1920 - 1922 - 1924 - 1926 - 1928 - 1930 - 1932 - 1934 - 1936 - 1938 - 1940 - 1942 - 1944 - 1946 - 1948 - 1950 - 1952 - 1954 - 1956 - 1958 - 1960 - 1962 - 1964 - 1966 - 1968 - 1970 - 1972 - 1974 - 1976 - 1978 - 1980 - 1982 - 1984 - 1986 - 1988 - 1990 - 1992 - 1994 - 1996 - 1998 - 2000 - 2002 - 2004 - 2006 - 2008 - 2010 - 2012 - 2014 - 2016 - 2018 - 2020

- 1968 K+B Homes started. (Sugar brook.)
- 1969 Mr. Quick opens with 18¢ hamburgers.
Library District started.
- 1970 Park District formed.
45-15 school year begins.
- 1971 High School District leaves Lockport. Romeoville
High School opens apart from Lockport.
- 1972 Fire Department separates from the Lemont Fire
District.
Current Valley View School District formed and
organized. (Consisting of both high school
and elementary schools.)
Village Hall built on Boughton Road.
Bolingbrook Commons opened at I55 and Routes.
Oak View School opens.
- 1973 Full-time Fire Department formed.
Jewel food store opens.
- 1974 Bolingbrook High School and Woodview School
opens.
- 1975 Bolingbrook Historical Society founded.
Old Chicago opens.
B.J. Ward School opens.
Recreation Center opens.
Fountaindale Library opens.
- 1976 Jane Addams Middle School and Independence
School opened.
- 1977 Jonas Sulk School opened.

1901 K-8 Home started (S. G. Brown)

1902 Mr. Quirk opens with 182 students
C. Brown District started

1903 P. W. Brown started
1904 School year began

1905 High School District leaves Buchanan
High School opens about 188 students

1906 First Department organized from the same
District

Current Valley View School District formed and
organized (Consisting of 10th and 11th
and 12th grades)
Wilson Hall built on Brighton Road
Buchanan Community opens at 1st and 2nd
O. K. New School opens

1907 Buchanan First Department formed
School year starts

1908 Buchanan High School and Buchanan School
opens

1909 Buchanan Historical Society founded
Old Church opens

1910 W. W. School opens
Buchanan Center opens
Buchanan Library opens

1911 Buchanan Middle School and Buchanan
School opened

1912 Buchanan School opened

- 1978 H.H.H. Middle School opened.
McDonalds opens on Rt. 53 and Briarcliff Rd.
- 1979 An Historic Marker was placed at Boughton Rd. and Route 53.
Toturas grocery store closed on Frontage Rd.
Crawfords department store was opened in South Commons Mall.
- 1980 Oak View School is destroyed by fire on New Years Eve.
McGee School opens.
Town Center opens on Briarcliff Road.
45-15 school year ends.
Bolingbrook builds a Post Office
- 1981 Boughton - Ridge Golf Course is built by the Park District.
Old Chicago closes.
- 1982 Wave Pool opens.
- 1984 White Castle opens.
President Ronald Reag visited Bolingbrook High School.
- 1986 Old Chicago is torn down.
Crawfords Department store closes.
- 1987 Du Page Township offices move out of the Library and construct its own building.
Hartford and 3M move to Bolingbrook.
- 1988 Pinecrest Road was widened.
V. President George Bush visit Bolingbrook.
- 1989 North - South Tollway opens. - First week was free.

- 1973 H. H. White School opened
- 1974 McDevitt open in Rt 23 and Belmont St
- 1975 An Historic Market was placed at B. & N. Ave. and Route 32
- 1976 The new grocery store closed in 1976 and the new store was opened in 1977
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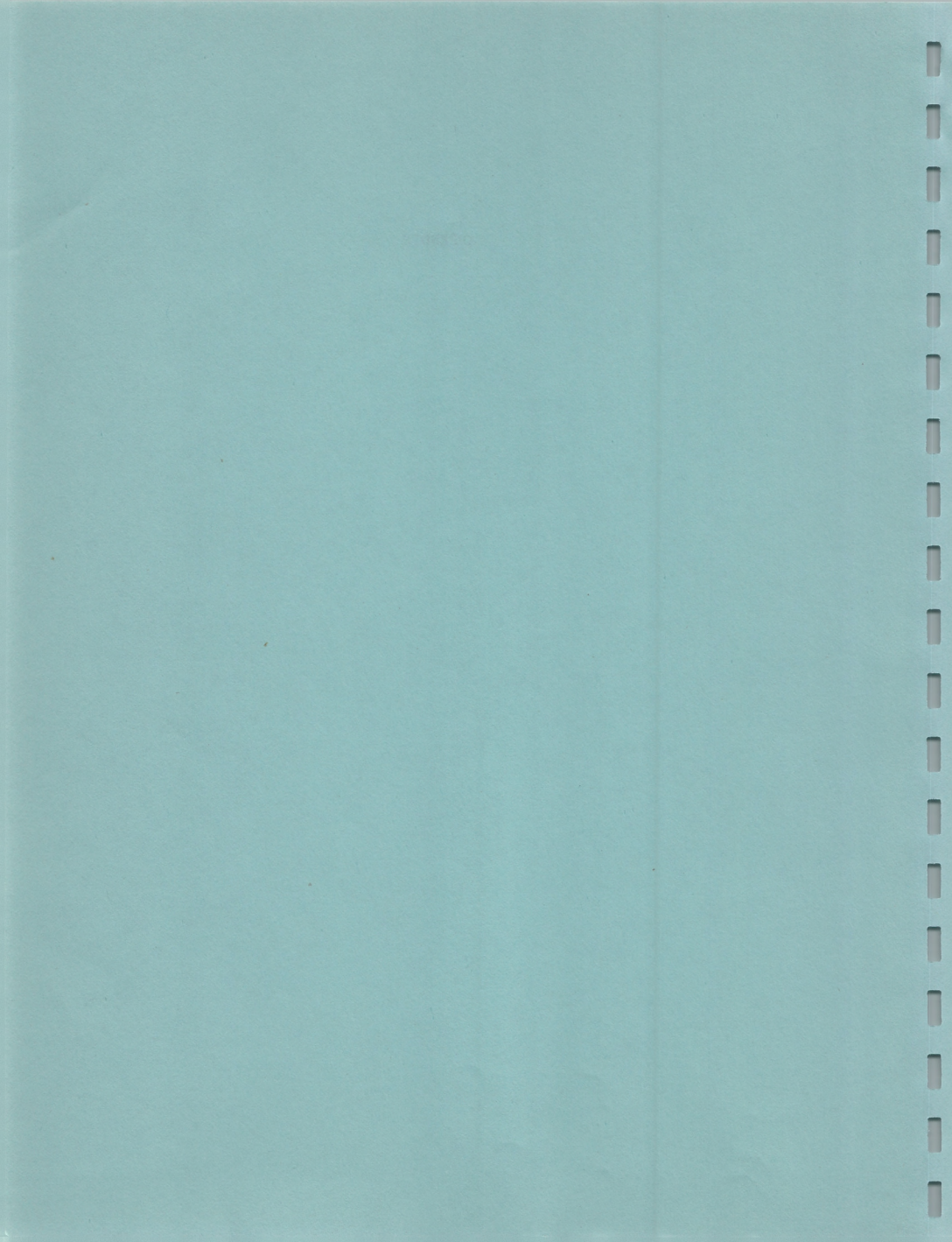
1989 Wood View School named one of the best in the nation.

1990 Bolingbrook gets own Zip Code - 60440.
Bolingbrook Anniversary is celebrated - 25 yrs.
Walmart built on Route 53.

1932 and Van Schil named one of the last of
the nation.

1940 George and Mary Van Schil - 2040
George and Mary Van Schil - 2040
George and Mary Van Schil - 2040

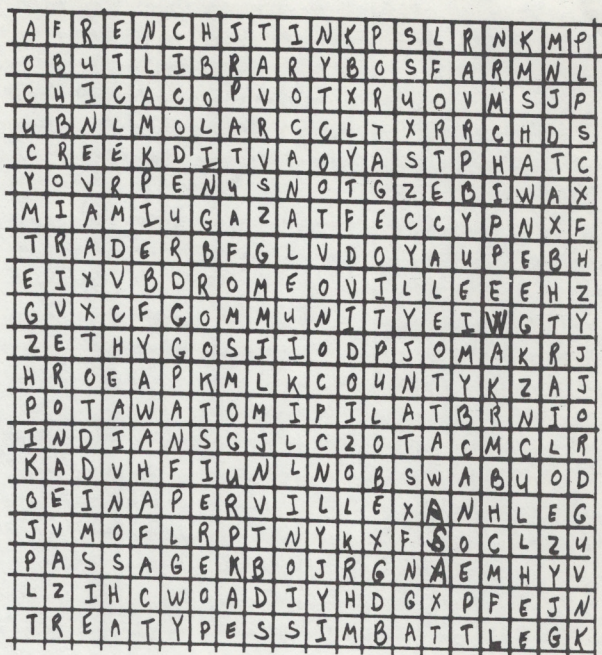
APPENDIX



Word Search

Down:

Bolingbrook
Tax
Brtage
Canoe
Fort
Trail
River
Canal
Illinois
Chippewa
Ottawa
Shawnee



Across:

Community
County
Romeoville
Library
Indians
Farm
Naverille
French
Trader

Creek
Treaty
Passage
Potawatom
Miami
Chicago
Battle

Word Search

S	A	F	E	P	A	S	S	A	G	E	O	W	A	R	C
C	R	E	E	K	F	U	R	T	R	A	D	E	R	S	O
H	E	A	F	A	R	M	H	O	U	S	E	S	O	F	O
O	N	M	H	C	B	O	L	I	N	G	B	R	O	O	K
O	D	E	O	A	A	L	A	N	D	O	F	O	T	R	C
L	E	R	R	T	T	I	O	D	O	C	R	M	T	T	O
H	Z	I	S	T	T	S	O	I	O	H	E	E	A	P	U
O	V	C	E	L	L	L	M	A	P	I	N	O	W	A	N
U	O	A	S	E	E	E	O	N	O	C	C	V	A	Y	T
S	U	F	A	R	M	E	R	S	O	A	H	I	U	N	Y
E	S	O	C	I	P	O	R	T	A	G	E	L	S	E	T
A	E	T	R	V	C	O	W	S	T	O	O	L	A	U	R
U	O	I	E	E	E	D	A	I	R	Y	M	E	N	A	A
H	O	G	S	R	A	E	P	R	A	I	R	I	E	I	I
S	H	A	B	B	O	N	A	O	D	U	P	A	G	E	L
R	O	U	T	E	V	A	L	L	E	Y	C	A	N	A	L

Across

Down

War	Bolingbrook	Isle	Cook County
Dairy men	Farmers	Romeoville	Indians
Safe Passage	Creek	Trade	School House
Land	Valley	Acre	River
Prairie	Portage	Fort Payne	Battle
Farm House	Du Page	Ottawa	Rendezvous
Fur Traders	Shabbona	Horses	Chicago
Cows	Hogs	Cattle	America
Map	Route	French	Trail
Canal		U. S. A.	

Word Search



Down

Across

Cook County

Isle

Goldbrook

War

St. Louis

St. Louis

St. Louis

School House

Trade

St. Louis

River

Acres

Valley

Battle

Fort Rye

Fort Rye

Rebels

Ottawa

Ottawa

Chicago

Horses

St. Louis

America

Cattle

St. Louis

Tail

French

St. Louis

U.S.A.

St. Louis

word search

I	N	D	I	A	N	S	A
L	E	C	A	N	O	E	I
A	C	R	E	O	U	T	A
N	E	I	F	O	R	T	O
D	O	T	R	A	I	L	U
S	A	F	E	A	V	E	E
I	O	U	D	A	E	R	E
F	A	R	M	E	R	S	I

- Indians
- Farmers
- Fort
- Trail
- Canoe
- Safe
- Acre
- ↓ Settlers
- ↓ River
- ↓ Land ↓ Red

I	V	D	I	A	N	S	A
L	E	O	A	N	O	E	I
A	C	R	E	O	U	T	A
N	E	I	T	O	R	T	O
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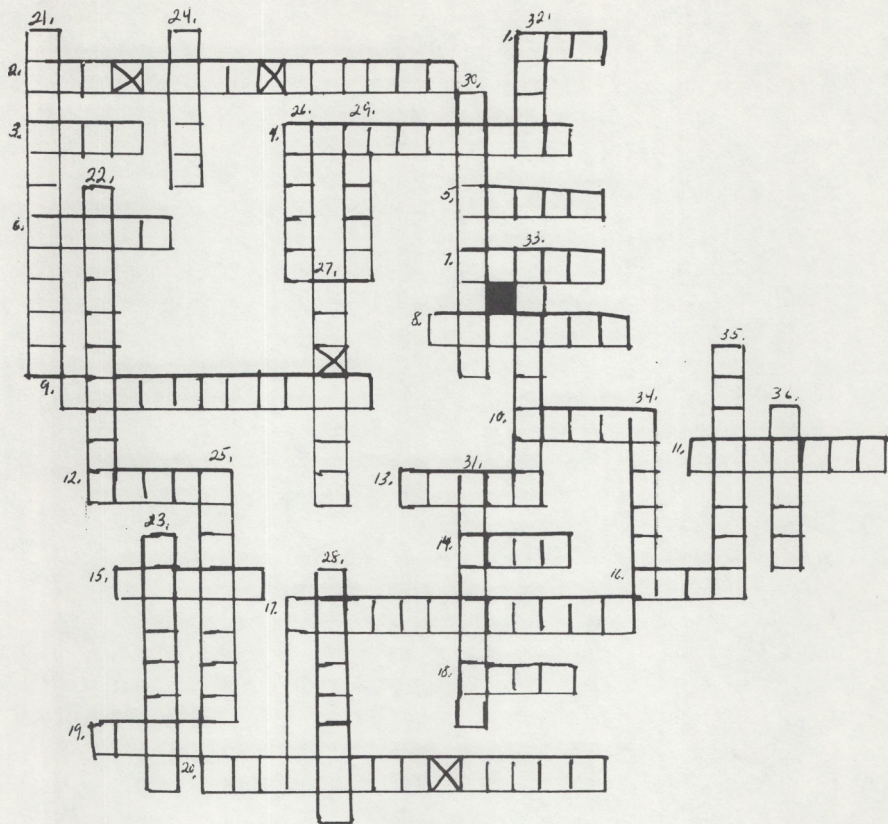
→ Indians → Safe

→ Farmers → Acre

→ Fort → Settlers

→ Trail → River

→ Canoe → Land → Road





ACROSS

1. Early settlers were fearful during the Black Hawk _____.
2. _____ was destroyed in 1980 by fire.
3. The _____ of Cache is located off of 135th Street, in Romeoville.
4. The town to the south of us is _____.
5. The Sauk _____ runs through Northern Illinois and Indiana.
6. The swimming area in Romeoville is known as Romeo _____.
7. Romeoville was formerly known as _____.
8. The Indian Boundry marked the safe _____ area for early settlers.
9. The _____ River is the western most boundry of Illinois.
10. The Treaty of Prairie du Chien, 1829, was signed by _____ Shabbona.
11. Books on the History of Bolingbrook can be found in the _____.
12. The residents of Bolingbrook _____ their town officials.
13. We live in the _____ of Illinois.
14. Most of our early settlers come from the _____.
15. _____ Juliet was as early landmark for trappers.
16. Sheep, dairy cows, cattle and _____ were raised for food.
17. Our library is known as the _____ Library.
18. The land in this area first sold for \$1.60 an _____.
19. In 1832, a little school house was built here as the first Public School located in _____ County School District #1.
20. The _____ was named by the Indians.

1. The first of these was located during the Black Hawk War.
2. The second was located in 1800 or thereabouts.
3. The third of these is located off of 17th Street, in Washington.
4. The fourth is the result of an 18th century survey.
5. The fifth is the result of a 19th century survey.
6. The sixth is the result of a 20th century survey.
7. The seventh is the result of a 21st century survey.
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79. The seventy-ninth is the result of a 93rd century survey.
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95. The ninety-fifth is the result of a 109th century survey.
96. The ninety-sixth is the result of a 110th century survey.
97. The ninety-seventh is the result of a 111th century survey.
98. The ninety-eighth is the result of a 112th century survey.
99. The ninety-ninth is the result of a 113th century survey.
100. The hundredth is the result of a 114th century survey.

DOWN

21. _____ became incorporated in 1965.
22. In 1832, Fort Payne was established in _____.
23. There is an old Civil War Cemetery on _____ Road.
24. The Du Page _____ borders Bolingbrook.
25. Most of Bolingbrook is located in Du Page _____.
26. Romeoville and Bolingbrook are separated by _____ 53 and I55.
27. The _____ River was named after an early French trapper.
28. The oldest known Cemetery in our community is the _____ Cemetery.
29. Bolingbrooks Village President is called the _____.
30. The County Assessor, who is also our areas _____ is James Bingle.
31. The _____ Revolution was fought in Northeastern Illinois from 1778-81.
32. The majority of Bolingbrook is located in _____ County.
33. On August 15, 1812 the Fort Dearborn _____ took place.
34. Du Pazhe was a _____ fur trader.
35. The Illinois and Michigan Canal connected Lake Michigan and the _____
River.
36. Lily Cache _____ flows through our community.

1. The first of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
2. The second of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
3. The third of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
4. The fourth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
5. The fifth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
6. The sixth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
7. The seventh of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
8. The eighth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
9. The ninth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.
10. The tenth of these is the fact that the population of the United States in 1950 was 150,000,000, and in 1960 it was 170,000,000. This represents an increase of 13.3% in the population of the United States in the last decade.

1. _____ was born in Rutland County, on August 25, 1831.
2. _____ was born in Erie County, New York on August 31, 1822.
3. She married Robert Goudt on October 15, 1848. _____
4. In 1840 _____ came to Western Illinois and settled in Du Page Township.
5. _____ was a retired farmer from Hanover, Germany.
6. Horce Boardman had _____ children.
7. Adelaide Volentine was the wife of _____.
8. A native of England, M. Jennie Burgess married _____ on September 14, 1869.
9. _____ held the offices of Constable, Town Clerk, and School Director.
10. _____ came West to Illinois when he was 14 years old and settled in Kendall County, near Au Sable Grove.
11. Austin Godfrey owned _____ acres of finely improved land valued at _____ dollars.
12. Norton Eaton moved to _____, _____ in 1854.
13. Horace Boardman had _____ wives. They were _____, _____, and _____.
14. Norton Eaton held the offices of _____, _____ and _____.
15. Robert Goudt learned the _____ trade at an early age but abandoned it for farmer.
16. As a young man _____ spent the winters hunting and trapping in Michigan with the Indians.
17. Hypsia Royce married _____ in 1857.

1. The first of these is the fact that the
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20. and it is not until the year 1871 that

18. _____ was 13 years old when he came to Illinois with his family.
19. _____ father was one of the early settlers of Du Page Township.
20. In 1840, _____ purchased 160 acres on Sec. 22, Du Page Township, this he still owned in 1878, and there he resided for about 18 years.
21. _____ was one of the only surviving pioneers of the few that settled in Du Page Township in the early period of 1831.
22. IN the Fall of 1844, _____ came to Lockport, Will County and entered the employment of Hiram Norton, hauling flour to Chicago and bringing back goods.
23. In 1854, _____ went to Saint Charles, Kane County and engaged in the manufacturing of wagon-hubs.
24. _____ stepfather, Capt. Harry Boardman, was one of the pioneers of Du Page Township.
25. In 1848, _____ built twelve miles of Chicago and Galena Railroad between Chicago and Elgin.
26. In the Fall of 1876, _____ moved to Naperville and entered the banking business in partnership with Willard Scott.
27. _____ owned 985 acres in Will County valued at \$65,000.
28. It is to _____ that we are indebted for much of the early history of Du Page.
29. _____ owned 250 acres in Will County and 18 acres in Iroquois County.
30. _____ owned and operated a large cheese factory located about four miles north of Lockport.

1. The first of these is the fact that the
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17. seventeenth is the fact that the
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19. nineteenth is the fact that the
20. twentieth is the fact that the

KEY

1. Norton Eaton was born in Rutland County, on August 25, 1831.
2. Austin Godfrey was born in Erie County, New York on August 31, 1822.
3. She married Robert Goudt on October 15, 1848. Ophelia Walsh
4. In 1840 S. R. Bathhun came to Western Illinois and settled in Du Page Township.
5. William King was a retired farmer from Hanover, Germany.
6. Horce Boardman had 11 children.
7. Adelaide Volentine was the wife of Franklin E. Barber.
8. A native of England, M. Jennie Burgess married George Dixon on September 14, 1869.
9. Franklin Barber held the offices of Constable, Town Clerk, and School Director.
10. Norton Eaton came West to Illinois when he was 14 years old and settled in Kendall County, near Au Sable Grove.
11. Austin Godfrey owned 675 acres of finely improved land valued at \$40,000 dollars.
12. Norton Eaton moved to Du Page Will Township, County in 1854.
13. Horace Boardman had 3 wives. They were Laura A. Farr, Emily Cowles, and Isabella Lewis.
14. Norton Eaton held the offices of Assessor, Town Clerk and Constable.
15. Robert Goudt learned the blacksmith trade at an early age but abandoned it for farmer.
16. As a young man George Dixon spent the winters hunting and trapping in Michigan with the Indians.
17. Hypsia Royce married William King in 1857.

KEY

18. Jonathan Royce was 13 years old when he came to Illinois with his family.
19. Abner Royce's father was one of the early settlers of Du Page Township.
20. In 1840, Thomas J. Sprague purchased 160 acres on Sec. 22, Du Page Township, this he still owned in 1878, and there he reside about 18 years.
21. Robert Strong was one of the only surviving pioneers of the few that settled in Du Page Township in the early period of 1831.
22. In the Fall of 1844 Jonas Walker came to Lockport, Will County, and entered the employment of Hiram Norton, hauling flour to Chicago and bringing back goods.
23. IN 1854, S. Ward went to Saint Charles, Kane County, and engaged in the manufacturing of wagon-hubs.
24. S. J. White's stepfather, Capt. Harry Boardman, was one of the pioneers of Du Page Township.
25. IN 1848, Thomas Williams built twelve miles of the Chicago and Galena Railroad between Chicago and elgin.
26. In the Fall of 1876, Jonathan Royce moved to naperville and entered the banking business in partnership with Willard Scott.
27. Abner Royce owned 985 acres in Will County valued at \$65,000.
28. It is to Robert Strong that we are indepted for much of the early history of Du Page.
- 29 Jonas Walker owned 250 acres in Will County and 18 acres in Iroquois County.
30. Sylvester Ward owned and operated a large cheese factory located about four miles north of Lockport.

1. The first part of the report deals with the general situation of the country and the results of the survey. It is divided into two main sections: the first section deals with the general situation of the country and the second section deals with the results of the survey.

2. The second part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

3. The third part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

4. The fourth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

5. The fifth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

6. The sixth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

7. The seventh part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

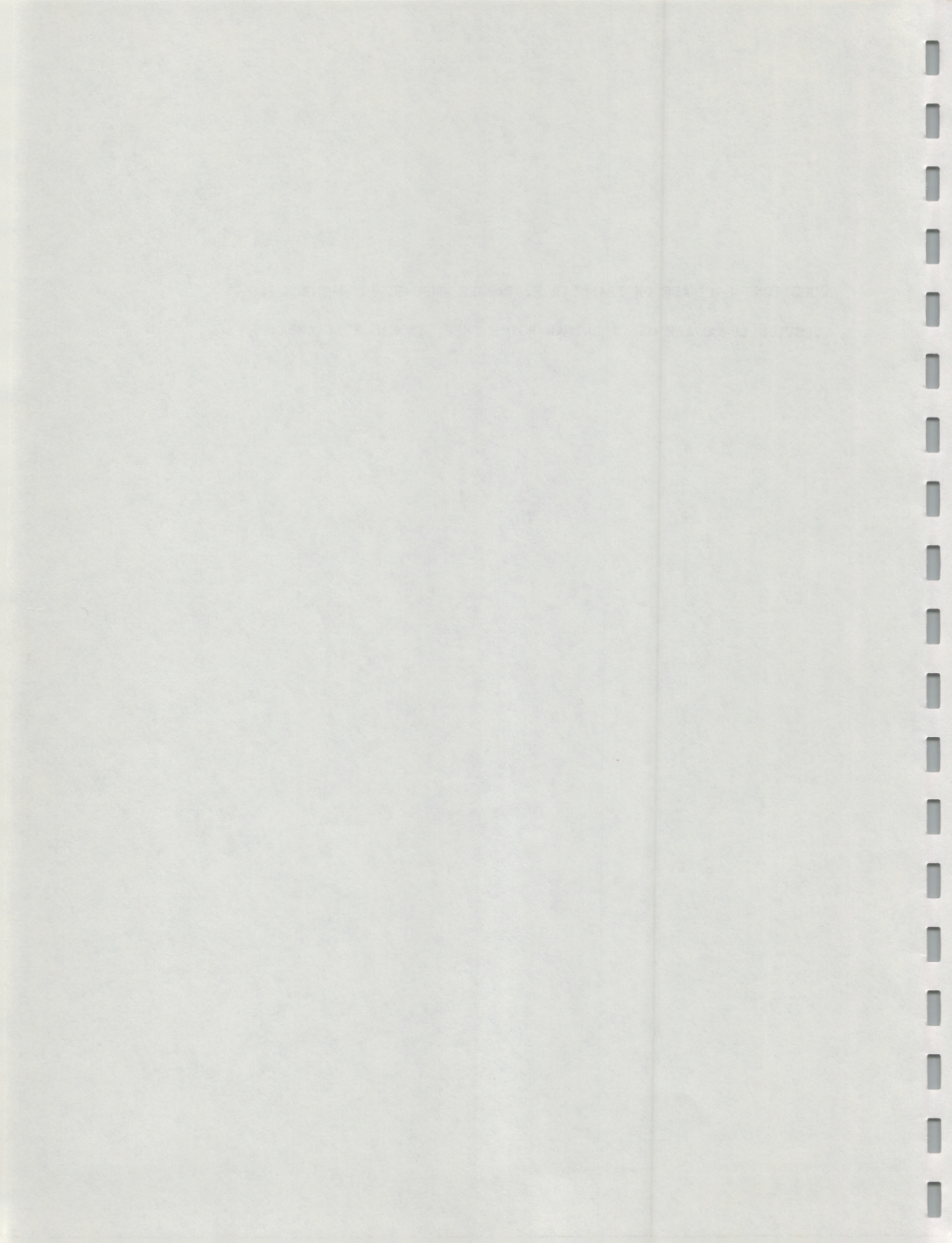
8. The eighth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

9. The ninth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

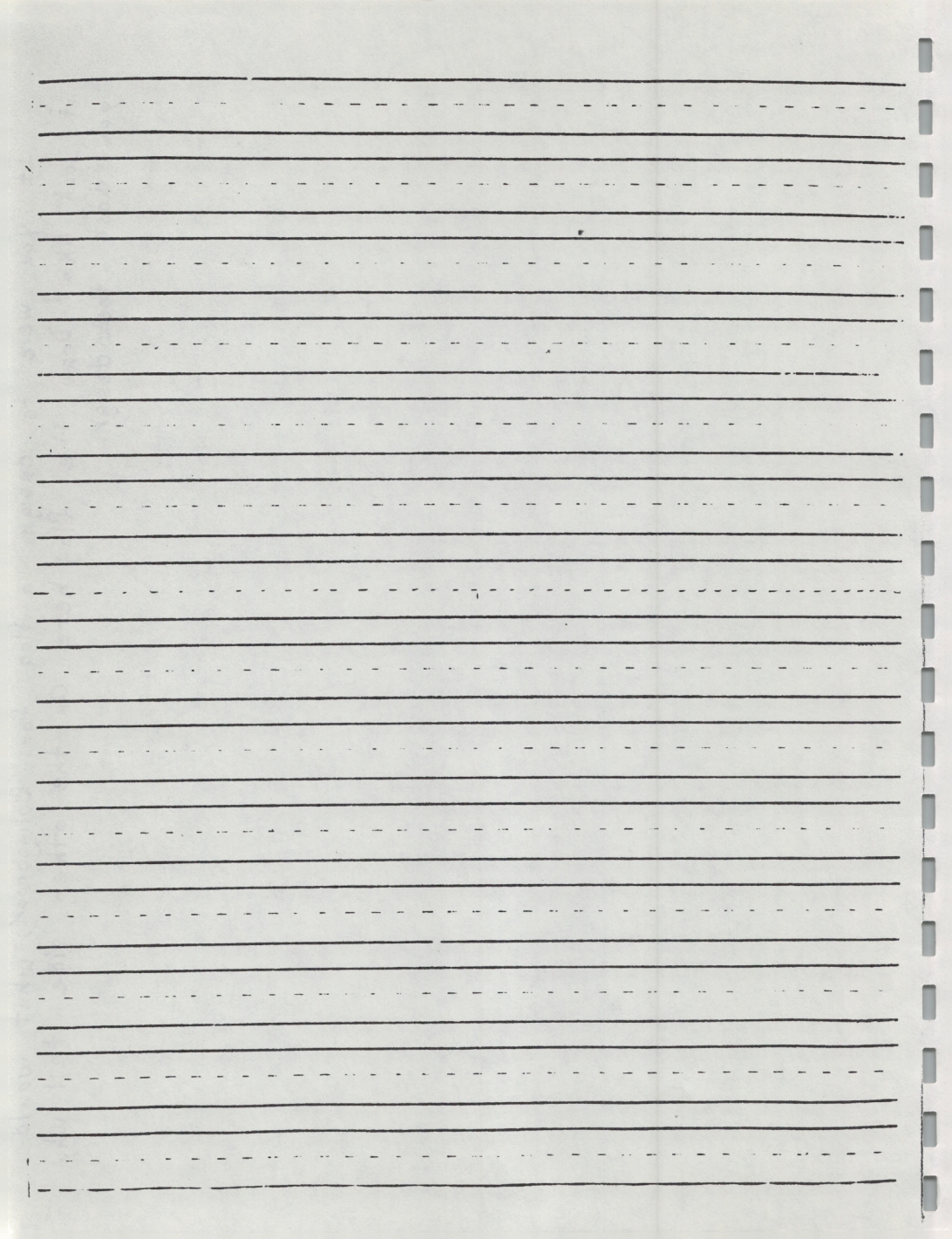
10. The tenth part of the report deals with the results of the survey. It is divided into two main sections: the first section deals with the results of the survey and the second section deals with the results of the survey.

QUESTIONS 1-17 ARE ON FRANKLIN E. BARBER THRU S. R. RATHBUN .

QUESTION 18-30 ARE ON JONATHAN ROYCE THRU THOMAS WILLIAMS .

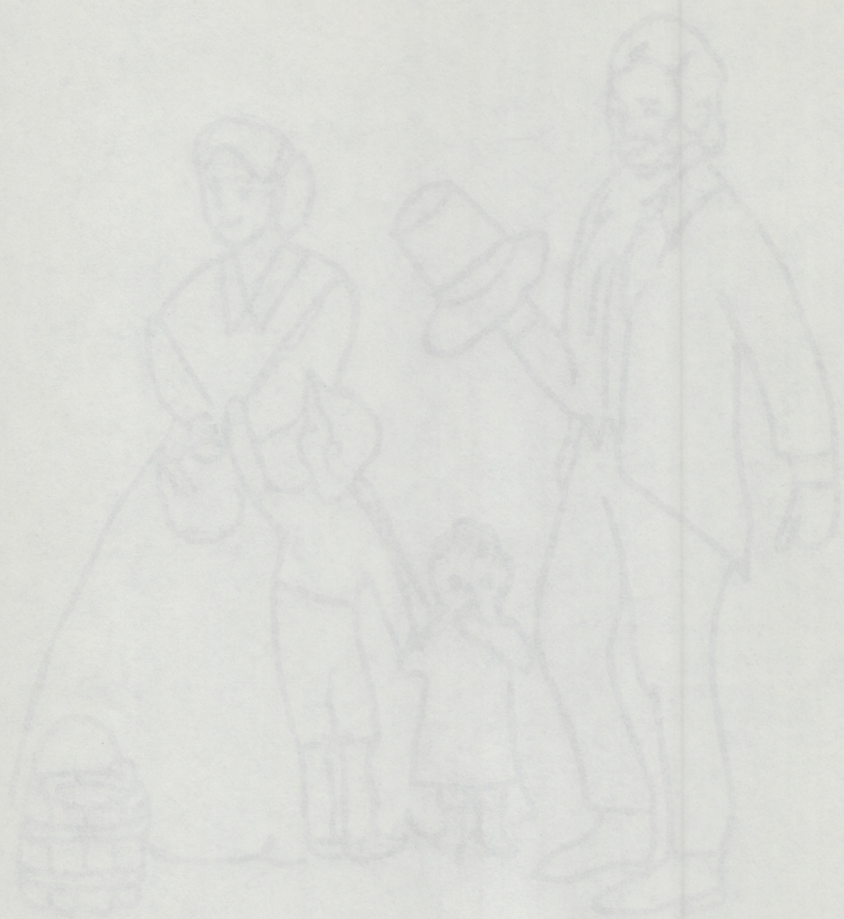


If you were to design a flag for Bolingbrook, what would it look like? Draw the flag here. On the other side tell why you chose the design.

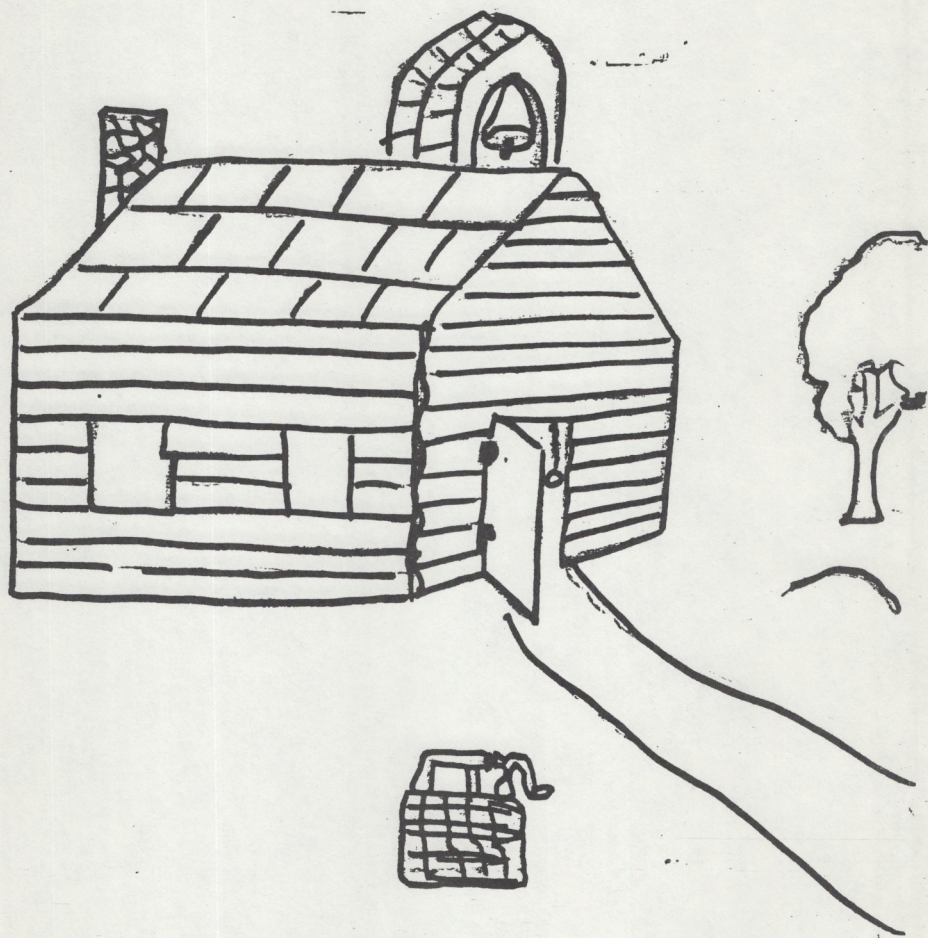




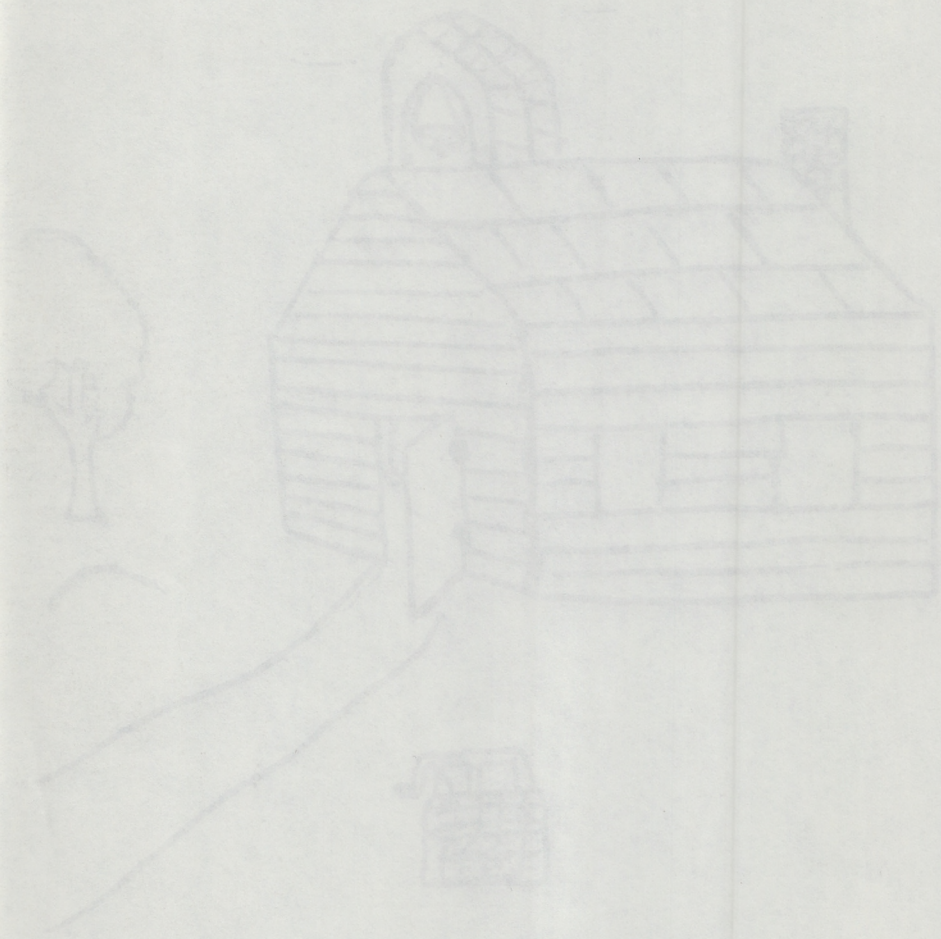
Franklin E. Barber settled with
his family at "Barbers Corners".



Franklin E. Barber captured with
his family at "Barber's Corner".

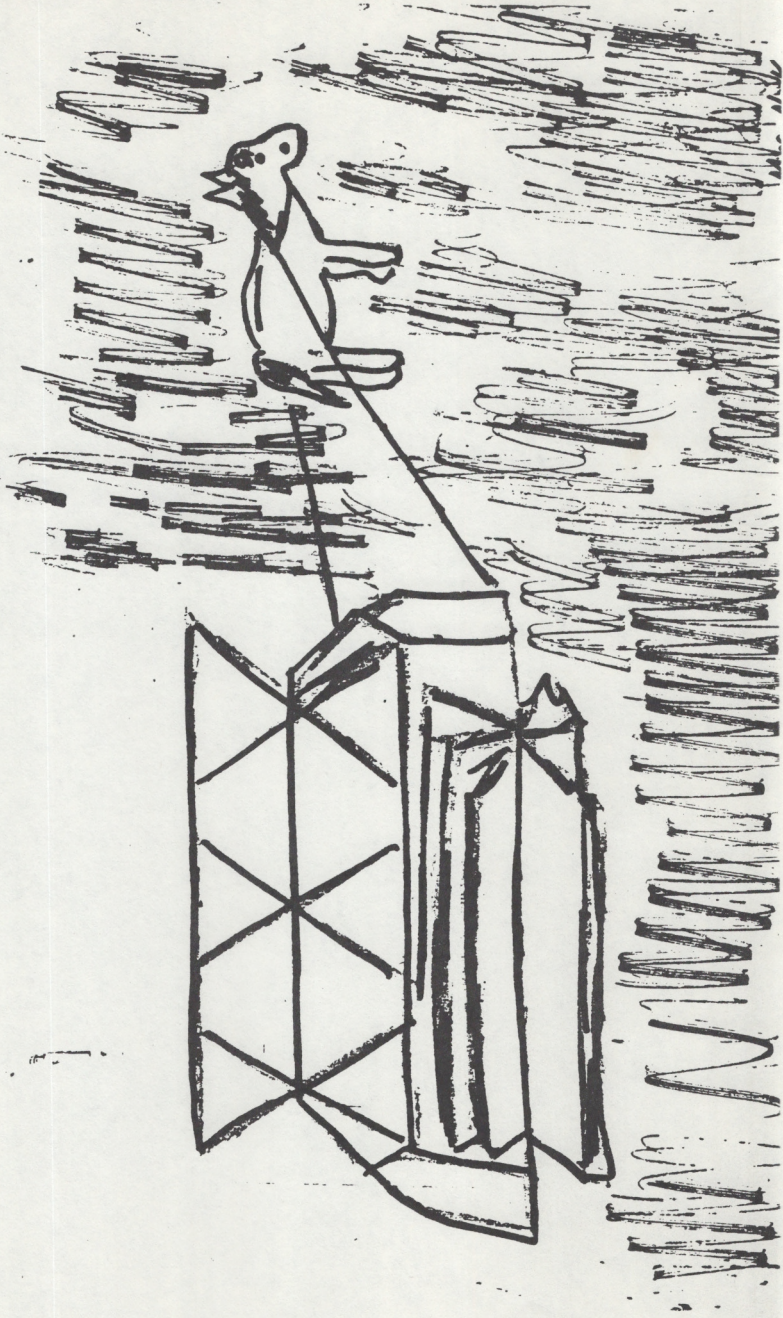


Josiah Giddings School 1832
was made of "split hickory logs" Mrs. N.K.



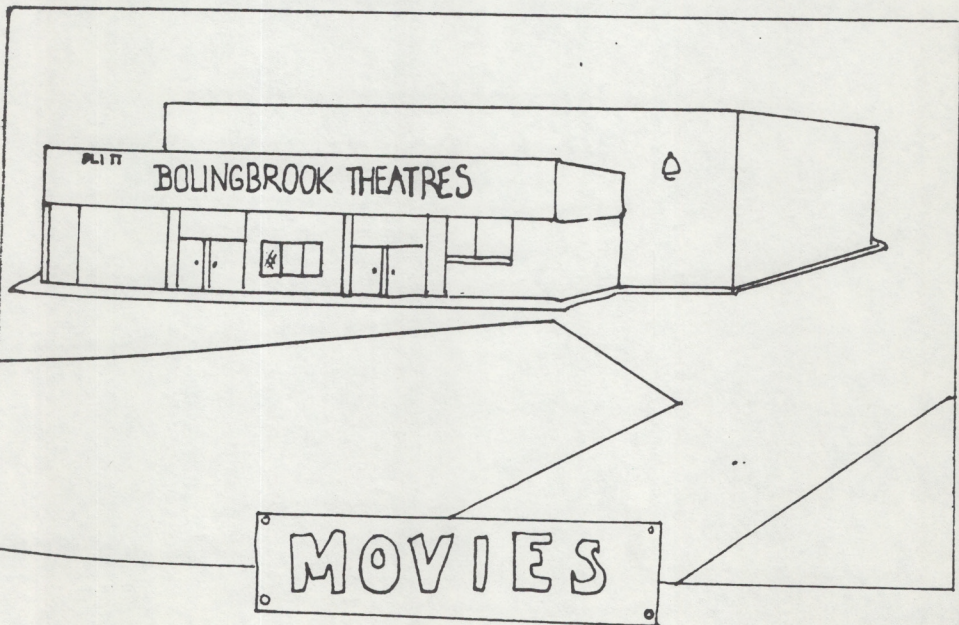
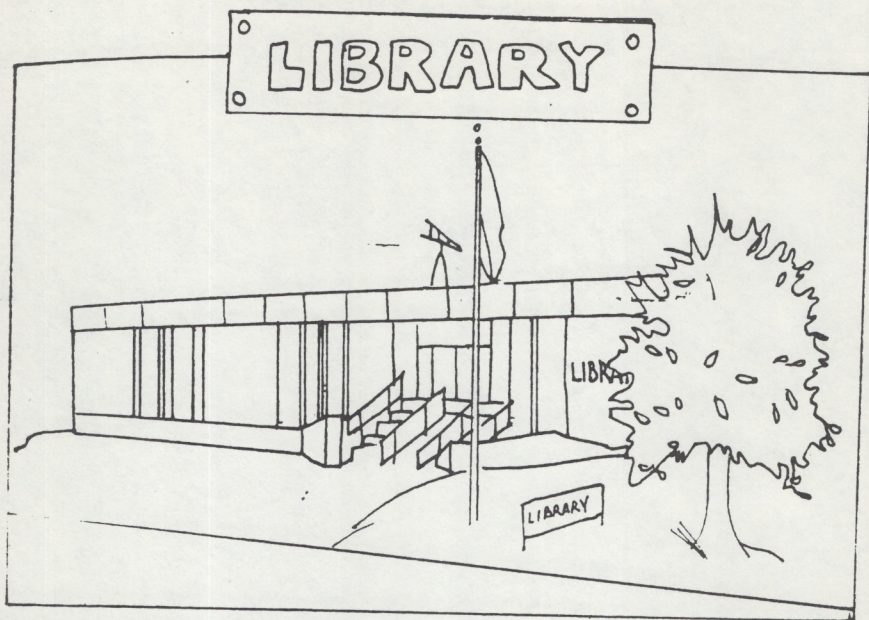
Central College School 1900
was made of "soft brick" and

The first McCormick reaper
used in Will County 1846

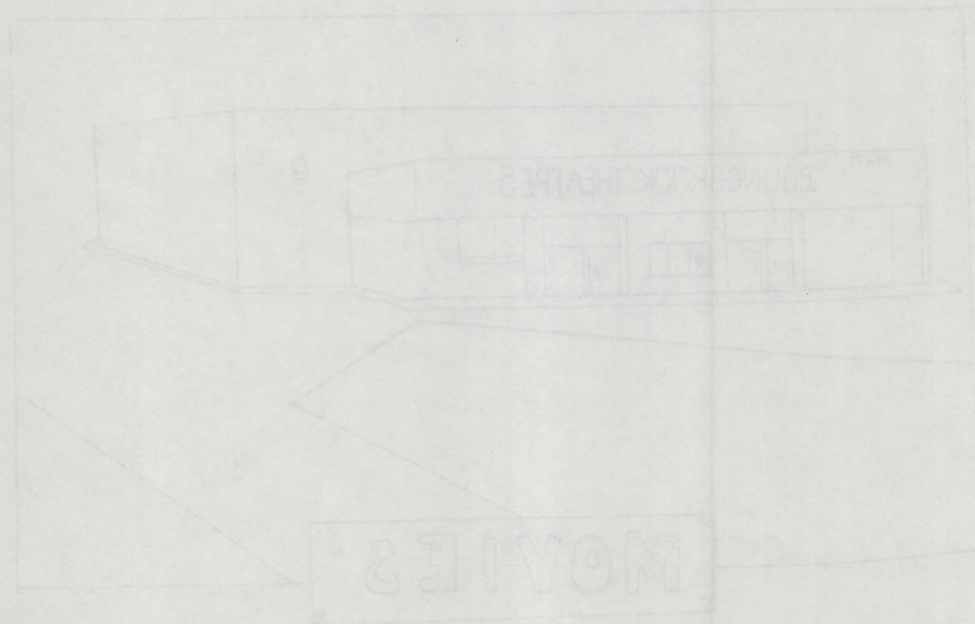
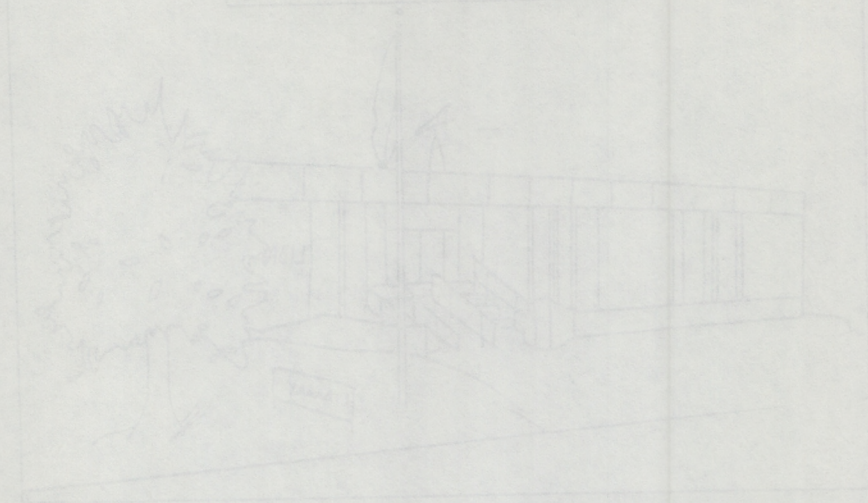




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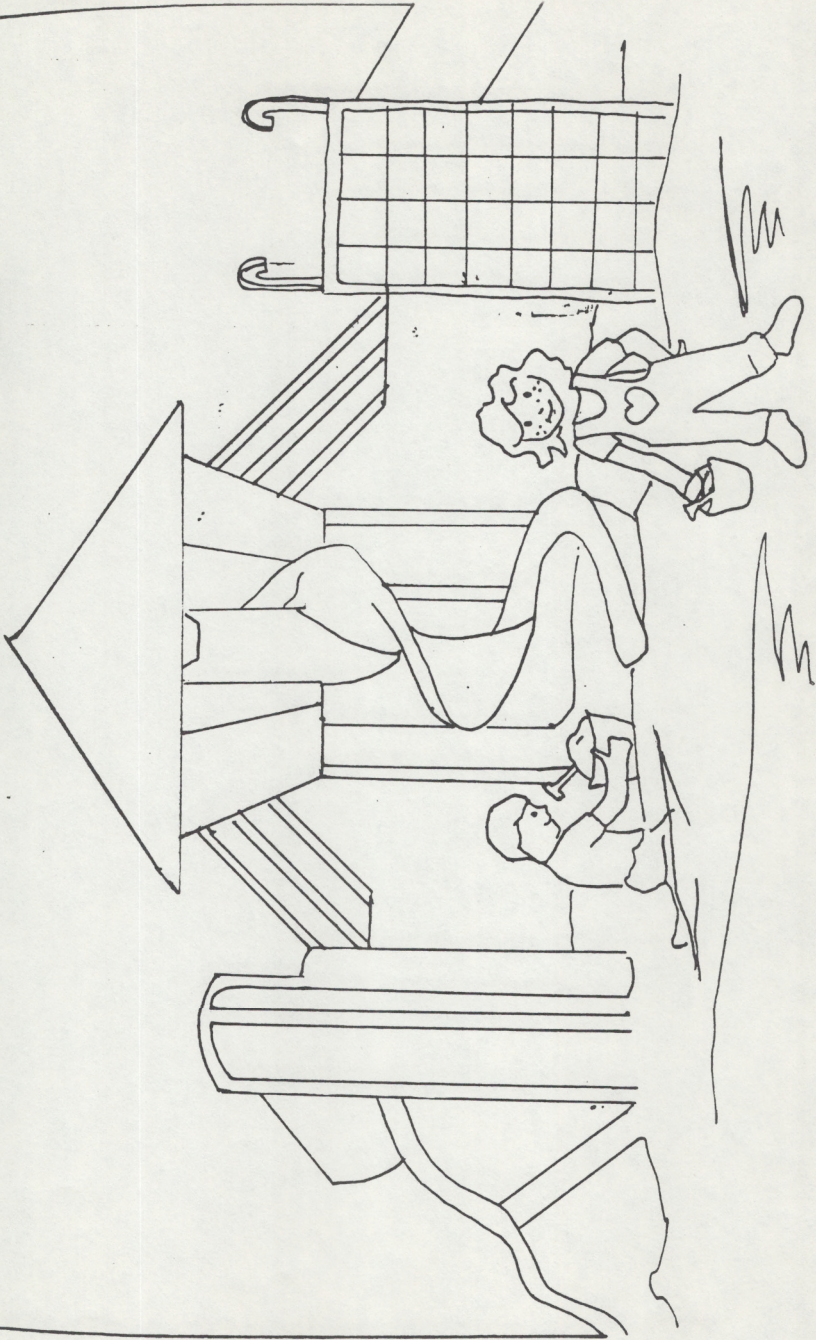


LIBRARY



PARKS

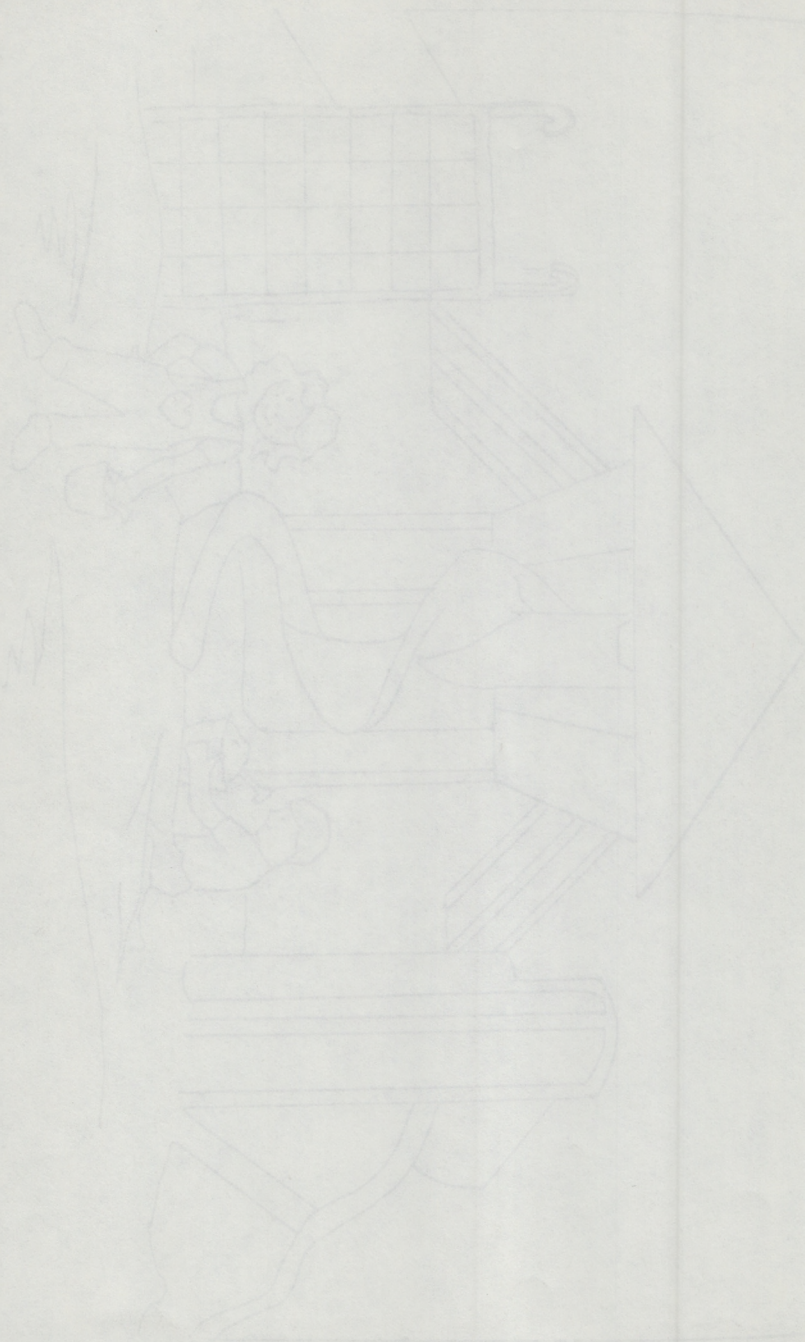
BUNGEROOK HAS 26 BEAUTIFUL PARK SITES



Mrs. N.K.

23181791

DEPT. OF THE INTERIOR U.S. GEOLOGICAL SURVEY



Journal of the American Society of Civil Engineers



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Next week is National Geography Week. It was started a few years ago by the National Geographic Society after its board of directors heard alarming statistics that indicate young people, and their elders, too, can't find their ways around a map, much less tell the significance of certain regions or countries or continents as opposed to other regions, countries or continents.

Each year, Valley View middle schoolers have entered the society's "Geography Bee," with a chance to qualify to become state and even national winners.

While it might be appalling that many Americans can't find the

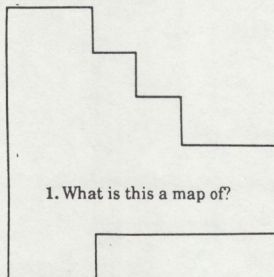
Middle East on an unlabeled globe, many Americans can't find all of the states of the union, either.

"Which states does the Mississippi River border on or run through? How many of us can name them?"

More than just a trivial pursuit, understanding the world's, country's and state's geography can help people understand what's happening around them and to them.

But geography understanding should start at home. How well do we know our way around our own communities?

The following is a geography quiz on our "local world," our own communities and countries.



1. What is this a map of?

2. Name the six counties that corner on Will County?

3. From the largest to the smallest ones, name all of the governmental jurisdictions whose boundaries take in where you live and therefore have the power to tax you?

4. What three towns are in both Will and DuPage counties?

5. What is the Will County seat?

6. What are the three largest cities in Will County.

7. What valley is the namesake of the Valley View school district?

8. What geographical feature are the Fountaindale libraries named for?

9. There are 16 Valley View buildings, 15 of which are schools scattered around Bolingbrook and Romeoville. Name them, and which town they are in. (Hint: 2 high schools, 4 middle schools, 9 elementarys, 1 ad center.)

10. Where is the new DuPage Township senior center being built?

11. Where is the local branch office of the Will County health department?

12. Why are there so many "Naperville Roads?"

13. Name 2 proposed expressways (or tollways) that could be built near here in the next few years — and where would they be?

14. What communities surround Bolingbrook?

15. What communities surround Romeoville?

1. The first step in the process is to identify the problem. This is often done by the project manager or a steering committee. The problem is then defined in terms of its scope, objectives, and constraints. This step is crucial as it sets the direction for the entire project.

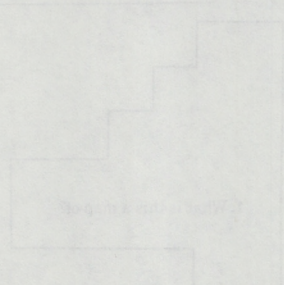
2. The second step is to develop a project plan. This involves breaking down the project into smaller tasks and determining the sequence in which they should be completed. A timeline is also created to show when each task is expected to be finished. This plan serves as a roadmap for the project team.

3. The third step is to allocate resources. This means deciding who will be responsible for each task and ensuring that they have the necessary skills and tools to do the job. Resources can include people, equipment, and materials.

4. The fourth step is to execute the project plan. This is where the actual work gets done. The project manager monitors progress and makes adjustments as needed. Regular communication is essential to keep everyone on track.

5. The fifth and final step is to evaluate the project. Once the project is complete, the team should assess what went well and what could have been done better. This evaluation helps to improve future projects.

There were a few things that went wrong during the project. First, we didn't have a clear definition of the problem at the start. This led to some confusion about what we were trying to achieve. Second, we didn't have a good plan from the beginning. We kept changing our minds about what to do next. Third, we didn't have enough resources. Some of the tasks were too big for the people we had assigned to them. Finally, we didn't communicate enough. We didn't tell everyone what was going on, so they didn't know what to do.



6. The sixth step is to close the project. This means that all the tasks have been completed and the project has reached its end. The project manager should make sure that everything is in order and that the team is satisfied with the results. A final report should be written to document the project's progress and outcomes.

16. Where are the Will County fairgrounds?

17. Where are 83rd, 87th, 107th, 111th and 135th streets?

18. Where is the major industrial corridor for Bolingbrook and Romeoville?

19. What is the major north-south road that has been widened and extended by Will County over the last decade to connect Joliet to Naperville, on the west side of Romeoville and Bolingbrook?

20. What are the three waterways that run through Romeoville?

21. What does the now closed 135th Street bridge span?

22. What waterways flow through Bolingbrook?

23. What local woods have been designated an official Illinois Nature Preserve?

24. KIDS — what is the major north-south road through Bolingbrook?

25. Where and in what is the "Ashbury Connection?"

26. What church is on Rt. 53 in Bolingbrook?

27. What churches are on Boughton Road in Bolingbrook?

28. What school is located off Lily Cache Lane on Orchard Drive?

29. What corner is Kmart thinking of building a new store?

30. Where is Bolingbrook's "Central Park?"

31. Where is Hidden Lakes?

32. Name five important public facilities located on 135th Street.

33. What is the only eastside Bolingbrook road to run from the village's south border to its north (and which was widened and improved in 1989)?

34. What westside street running north and south in Bolingbrook recently saw a major widening?

35. What and where are the four rental apartment complexes in Bolingbrook?

36. Where are the rental apartments in Romeoville?

37. Where is Bolingbrook's latest rental apartment complex being built?

38. What road replaced the old Rt. 66 around here?

39. What's the closest thing in Bolingbrook to Sesame Street — where all the streets are named from A to Z (almost)?

40. What is Romeoville's major export?

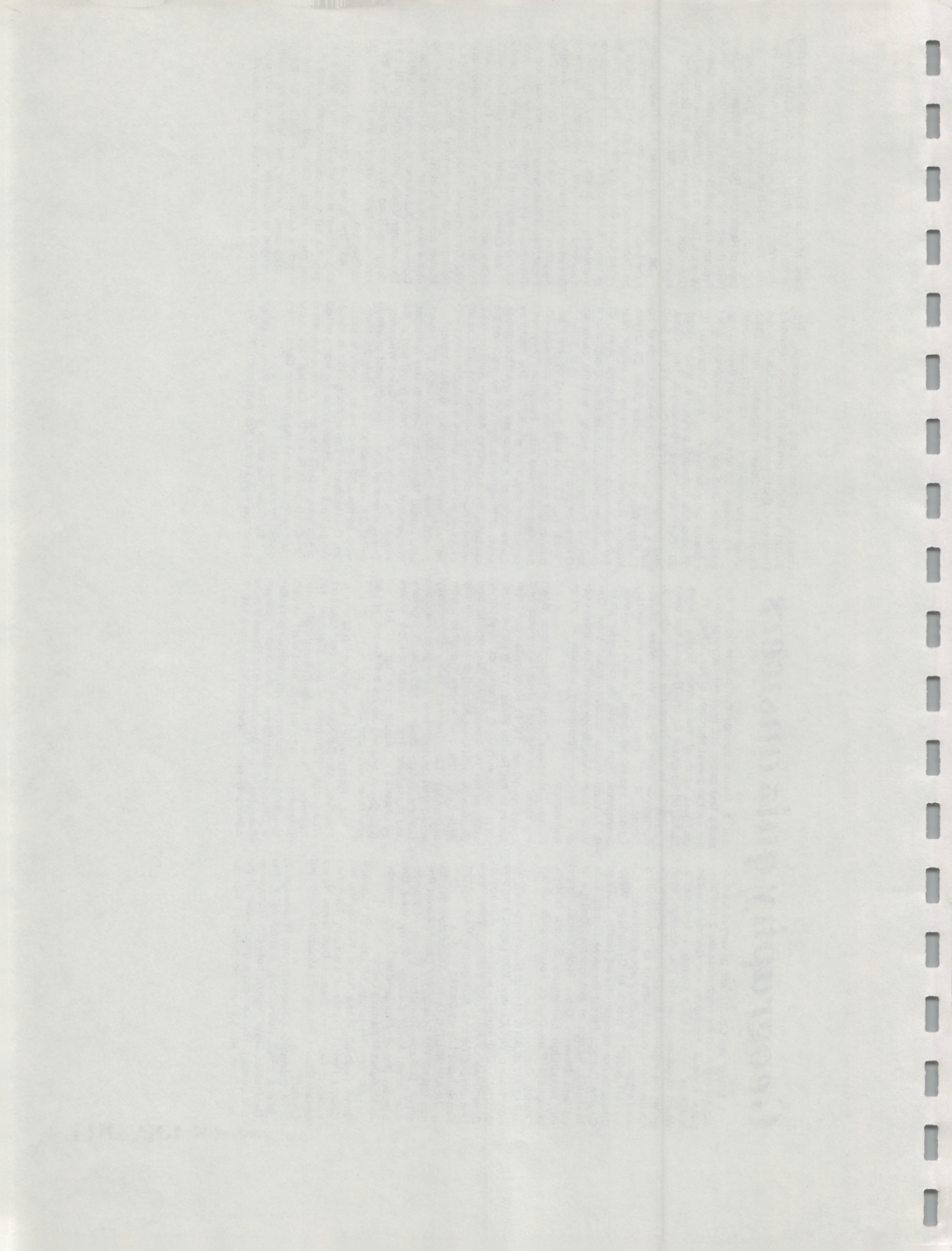
41. What is Romeoville's major import?

42. What is Bolingbrook's major export?

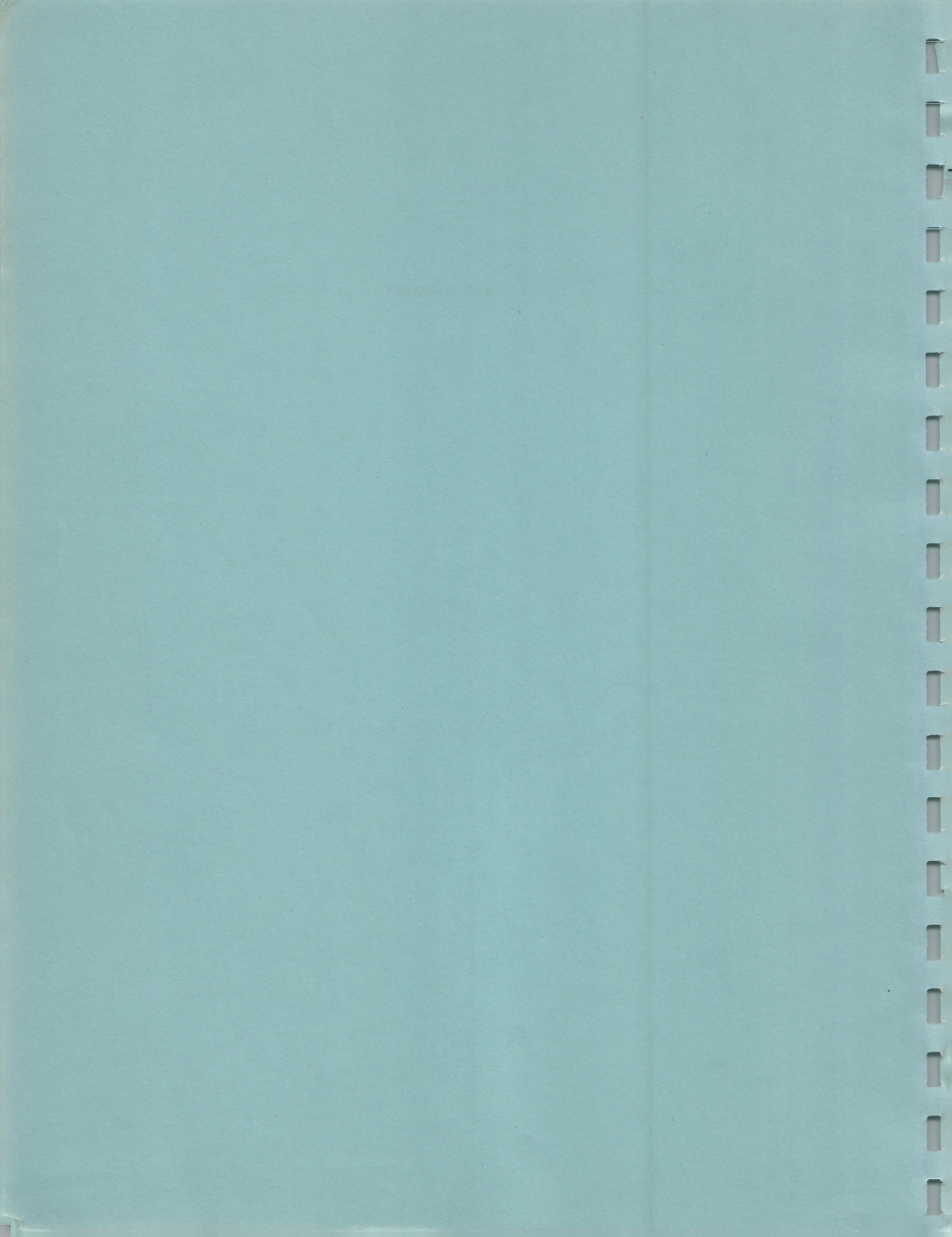
43. What is Bolingbrook's major import?

44. Which is Market Place and which is Market Square?

45. What was Romeoville named for?



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APPENDIX

1. General Information - This section contains the following information:

a. Name - The name of the person or organization.

b. Address - The address of the person or organization.

c. Telephone Number - The telephone number of the person or organization.

d. Occupation - The occupation of the person or organization.

e. Education - The education of the person or organization.

f. Religion - The religion of the person or organization.

g. Marital Status - The marital status of the person or organization.

h. Children - The names of the children of the person or organization.

i. Other Information - Any other information that may be relevant.

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ST. LOUIS, MO.

WILLIAM H. HARRIS, JR., President, St. Louis, Mo. 63101

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